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LONDON
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A DICTIONARY
PRACTICAL, THEORETICAL, AND HISTORICAL
OF
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BY THE LATE
J. R. M'CULLOCH,
OF H.M. STATIONERY OFFICE.

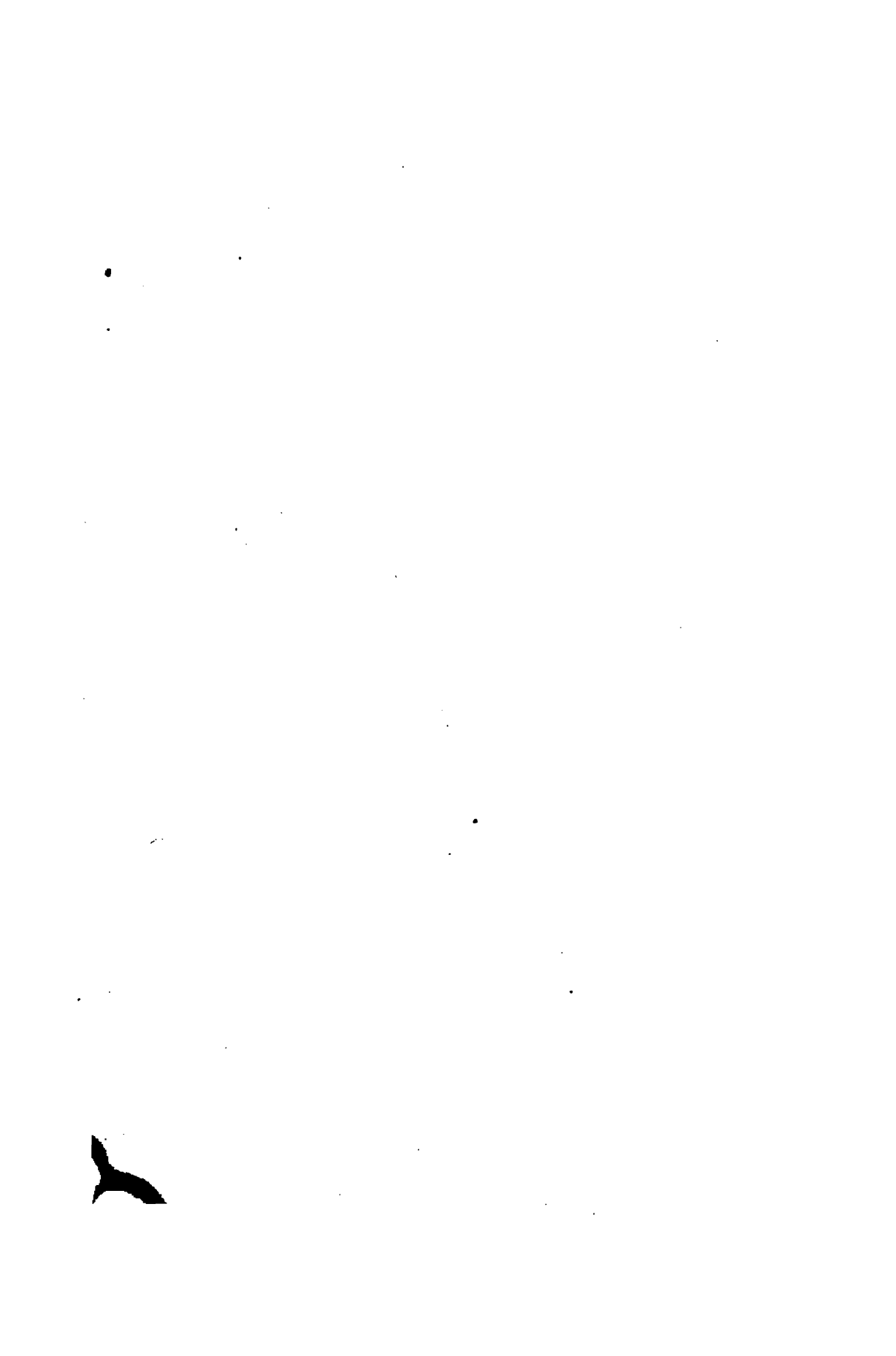
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NEW EDITION,
REVISED AND CORRECTED.

*A SUPPLEMENT BEING ADDED TO SHOW THE
PROGRESS OF BRITISH COMMERCIAL LEGISLATION DOWN TO THE PRESENT TIME.*

EDITED BY
HUGH G. REID
SECRETARY TO MR. M'CULLOCH FOR MANY YEARS.

LONDON:
LONGMANS, GREEN, AND CO.
1875.



SUPPLEMENT.

ADMIRALTY COURT

ABERDEEN. See **PILOTS** and **PILOTAGE**.

ACCOUNTS. See **BOOKKEEPING**.

ADEN. The treaty concluded at Aden with Sultan Boo Beker, of the Lower Bolakees, by which he agreed to protect vessels wrecked on his coast, was ratified at Calcutta, by the Governor-General of India, on December 11, 1871.

For a translation of the treaty referred to, see **TREATIES**.

ADMIRALTY COURT. The Admiralty jurisdiction of the county courts is extended by 32 & 33 Vict. c. 51 to any claims not exceeding 300*l*. each, relating to the use or hire of any ship, or the carriage of goods in any ship, or any claim in tort in respect of goods carried in any ship, and to all claims for damage to ships whether by collision or otherwise, and also, if the parties agree, to claims of higher amount referring to all the above claims except those for damage. It provides, too, that the judge may be assisted by two mercantile assessors. (See also **BANKRUPTCY** in this Supplement.)

Appeal from decisions of the Board of Trade as to survey of ships may be made to the Courts of Admiralty in England and Ireland, under Act of 1873, 36 & 37 Vict. c. 85.

In the event of the reversal of a County Court Judgment by the Admiralty Court, appeal lies to the Judicial Committee of Council under County Court Act of 1875.

ADULTERATION. A stringent law for the prevention of adulteration was passed in 1872. This Act incorporates the Pharmacy Act of 1868, imposes heavy penalties on those who adulterate, or sell adulterated, food or drink, or drugs, provides for the appointment of analysts, who are to make quarterly reports of their proceedings, and gives the purchaser of food, &c., a right to call for analysis of any such article, and a certificate of the result, on payment to the inspector or inspectors appointed under the Act of not less than 2*s*. 6*d*. nor more than 10*s*. 6*d*. [**ALE** and **BEER**.]

AGRICULTURAL PRODUCE. See **CATTLE** and **SHEEP**, **CORN**, **GRAIN**, **HORSES**, &c.

ALDERNEY HARBOUR. [**HARBOUR**.]

ALE AND BEER. By the Wine and Beerhouse Act of 1869, 32 & 33 Vict. c. 27, the licensing of refreshment houses in England, and of the retailing of beer, cider, and wine, is transferred from the excise to the justices assembled at the general annual licensing meeting, and the provisions of 9 Geo. IV. c. 61 are declared to be applicable to grants of certificates under the new Act; stipulating, however, that such certificates are not, except under extraordinary circumstances, to be refused where the liquors are not to be consumed on the premises.

ALE AND BEER

The 32 & 33 Vict. c. 14 substitutes for the customs' duties then chargeable on beer and ale on importation into the United Kingdom, the following duties after June 1, 1869, viz. :—

Beer and ale, namely—	£	s.	d.
Mum, the barrel of thirty-six gallons	-	1	1 0
Spruce, the worts of which were, before fermentation, of a specific gravity not exceeding one thousand and one hundred and ninety degrees, the barrel of thirty-six gallons	-	1	1 0
Exceeding one thousand one hundred and ninety degrees, the barrel of thirty-six gallons	-	1	4 0
Of other sorts, viz.—			
Beer, the worts of which were, before fermentation, of a specific gravity not exceeding one thousand and sixty-five degrees, the barrel of thirty-six gallons	-	0	8 0
Exceeding one thousand and sixty-five degrees, and not exceeding one thousand and ninety degrees, the barrel of thirty-six gallons	-	0	11 0
Exceeding one thousand and ninety degrees, the barrel of thirty-six gallons	-	0	16 0

And in charging the above rates of duty upon the importation of beer, the specific gravity of the worts from which the same was made shall be ascertained and determined in the manner prescribed by 19 & 20 Vict. c. 34, s. 16, for ascertaining and determining the rates of drawback on the exportation of beer. See **MAN, ISLE** or, for duties on ale and beer fixed by Customs Act of 1874.

The Wine and Beerhouse Act of 1869 is amended by the 33 & 34 Vict. c. 29. The more important enactments are, that the certificates, instead of being signed by the majority of the justices, may bear their official seal or stamp, verified by the signature of their clerk; that houses licensed to sell sweets may be entered by constables in the same way as houses or places of public resort for the sale of fermented or distilled liquors (the term 'sweets' includes sweets, made wines, mead, and metheglin); that those portions of previous Acts which authorise the grant, to brewers of beer, of brewers' licenses to retail beer not to be consumed on the premises, be repealed; and no such license after the passing of 33 & 34 Vict. c. 29 is to be granted, whether to a new applicant or by way of renewal.

The following provisions in relation to sugar to be used by brewers of beer for sale in the brewing and making of beer, are incorporated in the Customs and Inland Revenue Act of 1870, 33 & 34 Vict. c. 32 s. 8 :—

Sugar used in Brewing.—In addition to any enactments now in force in relation to sugar to be used by brewers of beer for sale in the brewing and making of beer, the following provisions shall have effect in relation to sugar so to be used :—

1. The brewer shall on the first of October, 1870, enter in a book or paper to be provided by the Commissioners of Inland Revenue an account in pounds weight avoirdupois of the quantity of sugar then in his possession, and from time

to time a like account of every quantity of sugar subsequently received by him, and he shall make such entry on the day on which he shall receive the sugar :

2. The brewer shall keep the said book or paper at all times in some public and open part of his entered premises ready for the inspection of the officers of excise, and he shall permit any officer of excise at any time to inspect the said book or paper, and to make any entry therein or extract therefrom, and also to take away the said book or paper, upon leaving another for the use of the brewer :

3. The brewer shall not receive any sugar except in a package containing two hundredweight of sugar at the least, unless the sugar shall be contained in the package in which it shall have been imported into the United Kingdom, and shall be in the same state as when imported :

4. The brewer shall not receive any sugar unless accompanied by an invoice or delivery note specifying the quantity and the true name and address of the person from whom the sugar shall have been purchased :

5. The brewer shall produce and deliver to the officer of excise who shall first survey or visit his brewery after the receipt of any sugar, the invoice or delivery note which shall have accompanied such sugar, and he shall allow the officer to retain the said invoice or delivery note so long as may be necessary to enable him to compare the same with the book or paper in which the account of the sugar is required to be entered :

6. The brewer shall deposit all sugar received by him, immediately upon the receipt thereof, in the proper place entered by him for keeping or storing sugar, and shall keep the same therein, separate and apart from all other sugar, for the period of twenty-four hours from the time when such sugar shall have been so deposited, unless such sugar shall have been previously examined by an officer of excise :

7. The brewer shall permit an officer of excise at any time to take an account of the sugar in his possession, or any part thereof, and shall furnish the officer taking such account with proper scales and weights, and with such assistance as may be necessary to enable him conveniently to take such account :

8. The brewer shall not remove any sugar from his brewery, nor dispose thereof in any manner other than by dissolving the same in the mash tun or other vessel duly entered with the proper officer of excise for that purpose :

9. The brewer shall permit any officer of excise to gauge any wort or solution made from sugar, and also to take a sample or samples from such wort or solution ; and if upon examination of the sample or samples it shall be found that the wort or solution contained an amount of sugar exceeding the quantity used in making such wort or solution, according to the entry made by the brewer in the proper book or paper provided for that purpose, such amount to be ascertained according to a table to be approved by the Commissioners of Inland Revenue for showing the quantity of sugar contained in any given quantity of wort or solution, according to the specific gravity thereof as ascertained by any saccharometer ordered to be used by the said Commissioners, the brewer shall be deemed to have committed an offence against this section ; provided that it shall not be necessary on the trial of any information or other proceeding, to produce or give in evidence any order of the said Commissioners approving such table, or ordering the use of any saccharometer.

For any offence against this section the brewer shall forfeit the penalty of one hundred pounds.

Sec. 9 of the same Act declares that a penalty of double duty shall be paid by the brewer on any deficiency over 2 per cent. found on taking stock of sugar at his brewery, and sec. 10 enacts that every brewer shall enter in his book the quantity of malt and sugar intended to be used in brewing, two hours before making and dissolving the same.

From the Report of the Inland Revenue Commissioners for 1873-4 it would appear that 68,889,131 pounds of sugar were used in the United Kingdom for brewing in that year, showing an increase over the previous year's consumption of 22,174,878 pounds. But as the equivalent of the latter was but 105,595 quarters of malt and nearly 60,000,000 bushels of duty-paid malt were made in 1874, the excess referred to was comparatively insignificant.

The Act of 1871, 34 & 35 Vict. c. 111, repeals sec. 14 of the Beerhouses (Ireland) Act of 1864, which exempted certain persons from producing a certificate before obtaining the grant, renewal, or transfer of a license for the sale of beer.

The use of sugar by brewers and distillers is further regulated by the Act of 1874, which fixes the excise duty on such sugar at 11s. 6d. per cwt.

The Licensing Acts of 1872 and 1874, 35 & 36 Vict. c. 94, and 37 & 38 Vict. c. 49, contain the following regulations, viz. :—

Illicit Sales.—No person shall sell or expose for sale by retail any intoxicating liquor without being duly licensed to sell the same, or at any place where he is not authorized to sell the same. Any person selling or exposing for sale by retail any intoxicating liquor which he is not licensed to sell by retail, or selling or exposing for sale any intoxicating liquor at any place where he is not authorized by his licence to sell the same, shall be subject to the following penalties ; that is to say,

For the first offence he shall be liable to a penalty not exceeding fifty pounds, or to imprisonment with or without hard labour for a term not exceeding one month :

For the second offence he shall be liable to a penalty not exceeding one hundred pounds, or to imprisonment with or without hard labour for a term not exceeding three months, and he may, by order of the court by which he is tried, be disqualified for any term not exceeding five years from holding any license for the sale of intoxicating liquors :

For the third and any subsequent offence he shall be liable to a penalty not exceeding one hundred pounds, or to imprisonment with or without hard labour for any term not exceeding six months, and may by order of the court by which he is tried be disqualified for any term of years or for ever from holding any license for the sale of intoxicating liquors :

In addition to any other penalty imposed by this section any person convicted of a second or any subsequent offence under this section shall, if he be the holder of a license, forfeit such license, and in the case of a conviction for any offence under this section, the court may, if it thinks expedient so to do, declare all intoxicating liquor found in the possession of any such person as last aforesaid, and the vessels containing such liquor, to be forfeited. LICENSING ACT of 1872, sec. 8.

Every holder of a license who sells or allows any person to sell, to be consumed on the premises, any description of spirits to any person apparently under the age of sixteen years, shall be liable to a penalty not exceeding twenty shil-

lings for the first offence, and not exceeding forty shillings for the second and any subsequent offence. (Sec. 7.)

Every person shall sell all intoxicating liquor which is sold by retail and not in cask or bottle, and is not sold in a quantity less than half a pint, in measures marked according to the imperial standards.

Every person who acts or suffers any person under his control or in his employment to act in contravention of this section shall be liable to a penalty not exceeding, for the first offence ten pounds, and not exceeding for any subsequent offence twenty pounds, and shall also be liable to forfeit the illegal measure in which the liquor was sold. (Sec. 8.)

Registers.—There shall be kept in every licensing district by the clerk of the licensing justices of that district a register, to be called the register of licenses, in such form as may be prescribed by such justices, containing the particulars of all licenses granted in the district, the premises in respect of which they were granted, the names of the owners of such premises, and the names of the holders for the time being of such licenses. There shall also be entered on the register all forfeitures of licenses, disqualifications of premises, records of convictions, and other matters relating to the licenses on the register.

Every person applying for a new license, or the renewal of a license, shall state the name of the owner of the premises in respect of which such license is granted or renewed, and such name shall be endorsed on the license, and the person whose name is so stated shall, subject as hereinafter mentioned, be deemed for the purposes of this Act to be the owner of the premises.

A court of summary jurisdiction may, on the application of any person who proves to the court that he is entitled to be entered as owner of any premises in place of the person appearing on the register to be the owner, make an order substituting the name of the applicant, and such order shall be obeyed by the clerk of the licensing justices, and a corresponding correction may be directed to be made on the license granted in respect of the premises of which such applicant claims to be the owner.

Any ratepayer, any owner of premises to which a license is attached, and any holder of a license within a licensing district, shall, upon payment of a fee of one shilling, and any officer of police, and any officer of inland revenue in such district, without payment, shall be entitled at any reasonable time to inspect and take copies of or extracts from any register kept in pursuance of this section for such district; and the clerk of the licensing justices and every other person who prevents the inspection or taking copies of or extracts from the same, or demands any unauthorised fee therefor, shall be liable to a penalty not exceeding five pounds for each offence.

The licensing justices may, if they think fit, cause the register kept in pursuance of this section to be divided into parts and assign a part to any portion of the licensing district; and there shall be paid by each licensed person to the clerk in respect of such registration the sum or fee of one shilling for every license granted or renewed. (Sec. 30.)

Amendment of Law as to Grant of Licenses.—In counties a grant of a new license shall not be valid unless it is confirmed by a standing committee of the county justices, in this Act called the county licensing committee.

The justices in quarter sessions assembled for every county shall annually appoint from among

themselves for the purposes of this Act a county licensing committee, or they may appoint more than one such committee, and assign to any such committee such area of jurisdiction as they may think expedient.

A county licensing committee shall consist of not less than three nor more than twelve members.

The quorum of a county licensing committee shall be three members.

Any vacancies arising in any such committee from death, resignation, or other causes, may be from time to time filled up by the justices in quarter sessions by whom the committee is appointed.

A county licensing committee shall be deemed to be a standing committee of the quarter sessions by whom they are appointed for the year succeeding their appointment, and their jurisdiction and proceedings shall not be affected by the termination of the sessions at which they were appointed. The members of a committee retiring at the end of the year may be re-appointed; and if from any cause members have not been appointed in any year to succeed the retiring members, such retiring members may continue to act as the committee until their successors are appointed.

The justices in quarter sessions shall make such regulations with respect to the meetings of any such committee and the transaction of business thereat as they may think fit.

The clerk of the peace of the county shall by himself or his deputy be the clerk of the county licensing committee or committees, and shall perform all such duties in relation to any such committee or committees as he is required by law to perform in relation to the justices in quarter sessions assembled.

Provided that so far as respects any new licenses to be granted in any county at any general annual licensing meeting, or any adjournment thereof held between August 20 and the end of September 1872, the justices of such county may, at any adjourned quarter sessions or general sessions (if they think fit to hold a general sessions), at any time before October 1, 1872, appoint a county licensing committee, but if no such licensing committee be appointed before such date as last aforesaid the justices of the county in quarter sessions assembled shall be deemed to be the county licensing committee for the purpose of any new license granted at such annual licensing meeting; and any such new license, if confirmed by the county licensing committee or by the said justices in quarter sessions, shall be in force from the day of the confirmation thereof until October 11, 1873. (Sec. 37.)

In boroughs in which at the commencement of the time appointed for the annual appointment of a licensing committee in this section mentioned there are ten justices acting in and for such borough or upwards, new licenses shall be granted by a committee, who shall for the purpose of such new licenses perform all the duties and be subject to the obligations of licensing justices.

In every such borough as aforesaid the justices acting in and for such borough shall annually in the fortnight preceding the commencement of the period during which the general annual licensing meeting for such borough may be held appoint from among themselves for the purposes of this Act a committee of not less than three nor more than seven in number, but no justice shall be appointed a member of such committee unless he is qualified to act under this Act.

Any vacancies arising in such committee (in this Act referred to as the borough licensing com-

mittee) from death, resignation, or other causes, may be from time to time filled up by the justices by whom the committee is appointed.

The quorum of a borough licensing committee shall be three members.

The members of the borough licensing committee retiring at the end of the year may be re-appointed; and if from any cause members have not been appointed in any year to succeed the retiring members, such retiring members may continue to act as the borough licensing committee until their successors are appointed.

The grant of a new license by a borough licensing committee shall not be valid unless it is confirmed by the whole body of borough justices who would, if this Act had not passed, have been authorised to grant licenses, or by a majority of such body present at any meeting assembled for the purpose of confirming such licenses.

In boroughs in which there are not ten justices acting in and for such borough at such time as aforesaid, new licenses shall be granted by the qualified borough justices, but the grant of a new license by such justices shall not be valid unless it is confirmed by a joint committee appointed in respect of such borough in manner hereinafter mentioned:

A joint committee for any such borough as last aforesaid shall consist of three justices of the county in which such borough is situate and three justices of the borough, but no justice shall be appointed a member of such committee unless he is qualified to act under this Act. The three county justices on a joint committee shall be appointed by the county licensing committee. The same county justices may be appointed members of more than one joint committee under this section. The borough justices on a joint committee shall be appointed by the justices of the borough for which they act, or by the majority of such justices assembled at any meeting held for that purpose. Any casual vacancy arising in the joint committee from death, resignation, or other cause, may from time to time be filled up by the justices by whom the person creating such vacancy was appointed. The quorum of the joint committee shall be five members. The senior magistrate on the joint committee present at any meeting shall be its chairman; and in the event of an equal division of the committee the chairman shall have a second vote:

Provided that so far as respects any new licenses to be granted in any borough at any general annual licensing meeting, or any adjournment thereof, held between August 20 and the end of September 1872, the following enactments shall take effect:

1. If no licensing committee has been appointed in the county in which a borough is situate for which a joint committee is required to be appointed by this Act, the county members of the joint committee shall be appointed by the justices in quarter sessions assembled, and in any such borough as last aforesaid any new license, if confirmed by the joint committee, shall be in force from the date of the confirmation thereof until October 11, 1873.

2. All notices and ministerial acts given or done in relation to the grant of such licenses shall be valid, notwithstanding such notices may be given or acts be done before the appointment of a borough licensing committee, and the borough justices may appoint a time at which the borough licensing committee will be prepared to grant new licenses.

No objection shall be made to any licenses granted or confirmed in pursuance of this section

on the ground that the justices or committee of justices who granted or confirmed the same were not qualified to make such grant or confirmation.

From and after the passing of this Act, the justices of a county shall not for licensing purposes, save in so far as respects the power of appointing members of a joint committee, have any jurisdiction in a borough in which the borough justices have for such purposes concurrent jurisdiction. (Sect. 38.)

Beyond the limits of the jurisdiction of the metropolitan police courts a metropolitan police or stipendiary magistrate may act as one of the justices empowered to grant or confirm licenses so far as regards any licensing district wholly or partly within his jurisdiction. (Sect. 39.)

Hours of Closing.—All premises in which intoxicating liquors are sold by retail shall be closed as follows; that is to say,

(1.) If situate within the metropolitan district—

(a) On Saturday night from midnight until one o'clock in the afternoon on the following Sunday; and

(b) On Sunday night from eleven o'clock until five o'clock on the following morning; and

(c) On all other days from half an hour after midnight until five o'clock on the same morning; and

(2.) If situate beyond the metropolitan district and in the metropolitan police district or in a town or in a populous place as defined by this Act,—

(a) On Saturday night from eleven o'clock until half an hour after noon on the following Sunday; and

(b) On Sunday night from ten o'clock until six o'clock on the following morning; and

(c) On the nights of all other days from eleven o'clock until six o'clock on the following morning; and

(3.) If situate elsewhere than in the metropolitan district or the metropolitan police district or such town or populous place as aforesaid—

(a) On Saturday night from ten o'clock until half an hour after noon on the following Sunday; and

(b) On Sunday night from ten o'clock until six o'clock on the following morning; and

(c) On the nights of all other days from ten o'clock until six o'clock on the following morning.

Such premises wherever situate shall, save as hereinafter mentioned, be closed on Sunday afternoon from three or half-past two according as the hour of opening shall be one o'clock in the afternoon or half an hour after noon until six o'clock.

Such premises wherever situate shall be closed on Christmas Day and Good Friday and on the days preceding Christmas Day and Good Friday respectively, as if Christmas Day and Good Friday were respectively Sunday, and the preceding days were respectively Saturday, but this provision shall not alter the hours during which such premises shall be closed on Sunday when Christmas Day immediately precedes or succeeds Sunday. LICENSING ACT of 1874. (Sect. 3.)

An exemption from the above-mentioned hours of closing shall not be granted in respect of premises in the neighbourhood of a theatre, for the accommodation of persons attending the same. (Sect. 4.)

The grant of an order of exemption under the said sec. 26 amended as aforesaid may be made

to any person licensed to sell beer or cyder by retail, to be consumed upon the premises, as well as to any licensed victualler or licensed keeper of a refreshment house. (Sec. 5.)

The grant of a license under sec. 29 of the principal Act of 1872 may be made to any person licensed to sell beer or cyder by retail, to be consumed upon the premises, as well as to any licensed victualler or keeper of a refreshment house in which intoxicating liquors are sold. (Sec. 5.)

Notwithstanding anything in this or in any local Act contained, the licensing justices may, if they think fit, as respects premises in which intoxicating liquors are sold, when situate in any place beyond the metropolitan district, for the purpose of accommodating the hours of closing on Sunday, Good Friday, and Christmas Day to the hours of public worship in such place, by order direct that such premises shall remain closed until one o'clock in the afternoon instead of half an hour after noon, and in that case such premises shall be closed in the afternoon from three until six o'clock instead of from half-past two until six o'clock.

Any order made by the licensing justices under this section shall not come into operation until the expiration of one month after the date thereof, and shall be advertised in such manner as the licensing justices direct, and shall be in force until the same is revoked; the expense of any such advertisement may be defrayed in like manner as the expenses of advertising the sittings of such justices are defrayed. (Sec. 6.)

Where, on the occasion of any application for a new license, or the removal or renewal of a license which authorises the sale of any intoxicating liquor for consumption on the premises, the applicant applies to the licensing justices to insert in his licence a condition that he shall close the premises in respect of which such license is or is to be granted one hour earlier at night than that at which such premises would otherwise have to be closed, the justices shall insert the said condition in such license.

The holder of an early-closing license shall close his premises at night one hour earlier than the ordinary hour at which such premises would be closed under the provisions of this Act, and the provisions of this Act and the principal Act shall apply to the premises as if such earlier hour were the hour at which the premises are required to be closed.

The holder of an early-closing license may obtain from the Commissioners of Inland Revenue any license granted by such Commissioners which he is entitled to obtain in pursuance of such early-closing license, upon payment of a sum representing six-sevenths of the duty which would otherwise be payable by him for a similar license not limited to such early closing as aforesaid. (Sec. 7.)

The notice which a licensed person is required by sec. 11 of the principal Act to keep painted or fixed on his premises shall, in the case of an early-closing license, contain such words as the licensing justices may order for giving notice to the public that an early-closing license has been granted in respect of such premises.

A person who takes out a license containing conditions rendering such license a six-day license, as well as an early-closing license, shall be entitled to a remission of two-sevenths of the duty. (Sec. 8.)

Any person who—

During the time at which premises for the sale of intoxicating liquors are directed to be closed

by or in pursuance of this Act, sells or exposes for sale in such premises any intoxicating liquor, or opens or keeps open such premises for the sale of intoxicating liquors, or allows any intoxicating liquors although purchased before the hours of closing to be consumed in such premises,—

Shall for the first offence be liable to a penalty not exceeding ten pounds, and for any subsequent offence to a penalty not exceeding twenty pounds. (Sec. 9.)

Nothing in this Act or in the principal Act contained shall preclude a person licensed to sell any intoxicating liquor to be consumed on the premises from selling such liquor at any time to bona fide travellers or to persons lodging in his house: Provided, that no person holding a six-day license shall sell any intoxicating liquor on Sunday to any person whatever not lodging in his house.

Nothing in this Act contained as to hours of closing shall preclude the sale at any time, at a railway station, of intoxicating liquors to persons arriving at or departing from such station by railroad. (Sec. 10.)

Record of Convictions and Penalties.—Where any person holding a license under this or the principal Act is convicted of any offence against this or the principal Act, or against any of the Acts recited or mentioned therein, the Court may not, except in the case of a first offence, reduce the penalty to less than twenty shillings, nor shall the penalty, whether of excise or police, be reduced in any case to less than the minimum authorised by any other Act. (Sec. 12.)

Where any licensed person is convicted of any offence against the principal Act which by such Act was to have been or might have been endorsed upon the license, or of any offence against this Act, the court before whom the offender is brought shall cause the register of licenses in which the license of the offender is entered, or a copy of the entries therein relating to the license of the offender, certified in manner prescribed by sec. 58 of the principal Act, to be produced to the court before passing sentence, and after inspecting the entries therein in relation to the license of the offender, or such copy thereof as aforesaid, the court shall declare, as part of its sentence, whether it will or will not cause the conviction for such offence to be recorded on the license of the offender, and if it decide that such record is to be made, the same shall be made accordingly.

A declaration by the court that a record of an offence is to be made on a license shall be deemed to be part of the conviction or order of the court in reference to such offence, and shall be subject accordingly to the jurisdiction of the Court of Appeal.

A direction by the court that a conviction for an offence is to be recorded on the license of the offender shall, for the purposes of the principal Act, be deemed equivalent to a direction or requirement by the Act that such conviction is to be recorded; and all the provisions of the principal Act importing that convictions are required or directed by the Act to be recorded on the license of an offender shall be construed accordingly. (Sec. 14.)

Adulteration.—Where a licensed person is convicted of any offence against the provisions of any Act for the time being in force relating to the adulteration of drink, such conviction shall be entered in the proper register of licenses, and may be directed to be recorded on the license of the offender in the same manner as if the conviction were for an offence against this Act, and

when so recorded shall have effect as if it had been a conviction for an offence against this Act. (Sec. 14.)

Where any licensed person is convicted for the first time of any one of the following offences,—

1. Making an internal communication between his licensed premises and any unlicensed premises;
2. Forging a certificate under the Wine and Beerhouse Acts, 1869 and 1870;
3. Selling spirits without a spirit license;
4. Any felony;

And in consequence either becomes personally disqualified or has his license forfeited, there may be made by or on behalf of the owner of the premises an application to a court of summary jurisdiction for authority to carry on the same business on the same premises until the next special sessions for licensing purposes, and a further application to such next special sessions for the grant of a license in respect of such premises, and for this purpose the provisions contained in the Intoxicating Liquor Licensing Act, 1828, with respect to the grant of a temporary authority and to the grant of licenses at special sessions, shall apply as if the person convicted had been rendered incapable of keeping an inn, and the person applying for such grant was his assignee. (Sec. 15.)

Regulations as to entry on Premises.—Any constable may, for the purpose of preventing or detecting the violation of any of the provisions of the principal Act or this Act which it is his duty to enforce, at all times enter on any licensed premises, or any premises in respect of which an occasional license is in force.

Every person who, by himself, or by any person in his employ or acting by his direction or with his consent, refuses or fails to admit any constable in the execution of his duty demanding to enter in pursuance of this section, shall be liable to a penalty not exceeding for the first offence five pounds, and not exceeding for the second and every subsequent offence ten pounds. (Sec. 16.)

Any justice of the peace, if satisfied by information on oath that there is reasonable ground to believe that any intoxicating liquor is sold by retail or exposed or kept for sale by retail at any place within his jurisdiction, whether a building or not, in which such liquor is not authorised to be sold by retail, may in his discretion grant a warrant under his hand, by virtue whereof it shall be lawful for any constable named in such warrant at any time or times within one month from the date thereof, to enter, and, if need be by force, the place named in the warrant, and every part thereof, and examine the same and search for intoxicating liquor therein, and seize and remove any intoxicating liquor found therein which there is reasonable ground to suppose is in such place for the purpose of unlawful sale at that or any other place, and the vessels containing such liquor; and in the event of the owner or occupier of such premises being convicted of selling by retail or exposing or keeping for sale by retail any liquor which he is not authorised to sell by retail, the intoxicating liquor so seized and the vessels containing such liquor shall be forfeited.

When a constable has entered any premises in pursuance of any such warrant as is mentioned in this section, and has seized and removed such liquor as aforesaid, any person found at the time on the premises shall, until the contrary is proved, be deemed to have been on such premises for the purpose of illegally dealing in intoxicating

liquor, and be liable to a penalty not exceeding forty shillings.

Any constable may demand the name and address of any person found on any premises on which he seizes or from which he removes any such liquor as aforesaid, and if he has reasonable ground to suppose that the name or address given is false may examine such person further as to the correctness of such name and address, and may, if such person fail upon such demand to give his name or address, or to answer satisfactorily the questions put to him by the constable, apprehend him without warrant, and carry him as soon as practicable before the justice of the peace.

Any person required by a constable under this section to give his name and address who fails to give the same, or gives a false name or address, or gives false information with respect to such name and address, shall be liable to a penalty not exceeding five pounds. (Sec. 17.)

Occasional Licenses.—Any person selling or exposing for sale any intoxicating liquor in any booth, tent, or place within the limits of holding any lawful and accustomed fair or any races without an occasional license authorising such sale shall, notwithstanding anything contained in any Act of Parliament to the contrary, be deemed to be a person selling or exposing for sale by retail intoxicating liquor at a place where he is not authorised by his license to sell the same, and be punishable accordingly.

Provided that this section shall not apply to any person selling or exposing for sale intoxicating liquors in premises in which he is duly authorised to sell the same throughout the year, although such premises are situate within the limits aforesaid. (Sec. 18.)

Separate licenses of justices shall not be required in the case of separate excise licenses, and a licence of justices shall comprehend a permission to the licensee to take out as many excise licenses as may be specified in such license of the justices. (Sec. 23.)

A license to sell any intoxicating liquor for consumption only off the premises shall not require confirmation by any authority. (Sec. 24.)

Every licensed person shall cause to be painted or fixed, and shall keep painted or fixed, on the premises in respect of which his license is granted, in a conspicuous place and in such form and manner as the licensing justices may from time to time direct, his name, with such additions as in the Act of 1872 are mentioned. (Sec. 28.)

An additional retail license to sell beer for consumption off the premises may be granted at any special sessions for licensing purposes to the holder of a strong beer dealer's wholesale excise license, in the same manner and subject to the same conditions in and subject to which it might be granted at any general annual licensing meeting. (Sec. 31.)

And a similar Act applicable to Ireland, c. 49, was passed in 1874.

A uniform license duty of 12s. 6d. is imposed on brewers of beer for sale by Customs and Inland Revenue Act of 1875.

559,413 barrels of ale and beer were exported from the United Kingdom in 1874, of which 148,865 barrels went to India and 118,418 to Australia. The total value of the exports in 1873 was 2,422,020*l.*, and in 1874 it was 2,449,035*l.*

ALEXANDRIA. The following 'Notice to the Maritime Trade,' received from our consul-general in Egypt, was published in the *London Gazette* of August 26, 1870:—

The Egyptian Government having lately esta-

blished at Rosette, Brulos, Damiette, and Port-Said, lighthouses intended, in conjunction with the one which has for many years existed at Alexandria, to light up the Mediterranean shore, and being about also to erect lighthouses at Souakim and Ras-Garib, on the coast of the Red Sea, where are already established the lighthouses at Zapharan, Aboukizân, and Achrafi, Egyptian and foreign commerce is hereby informed that the light dues to be paid in the ports of Egypt are fixed as follows:—

1. Every merchant vessel, sailing or steam, entering into one or more Egyptian ports of the Mediterranean Sea, shall pay, on entering each of the first two ports only, thirty paras, Egyptian Tariff, per Turkish ton, and fifteen paras for every ton exceeding 800 Turkish tons.

2. Every merchant vessel, sailing or steam, entering into one or more Egyptian ports of the Red Sea, shall pay, at the entrance into each port, a duty of two Egyptian piastres per Turkish ton, and of one Egyptian piastre for every ton exceeding 800 Turkish tons.

3. Every merchant vessel, sailing or steam, going from the Mediterranean Sea into the Red Sea, or from the Red Sea into the Mediterranean Sea, is bound to discharge, in the former case, on entering into Port-Said, and in the latter case, on entering into the Port of Suez, the light dues fixed in article 2 concerning the Red Sea.

However, every merchant vessel, sailing or steam, which, arriving by the Maritime Canal, stops at Suez and, without going beyond, returns into the Mediterranean Sea, shall only pay the dues fixed in Article 1 concerning that sea.

4. Every merchant vessel, sailing or steam, entering into an Egyptian port, is bound after having obtained a clean bill of health to discharge the light dues at the office of the Capitainerie at the port at the same time when she reports her arrival, and a receipt thereof shall be delivered.

5. Every new entry into the same port of a merchant vessel involves the payment of the same dues.

6. Any merchant vessel which having sailed from a port and without having touched any other port or transacted commercial operations should be obliged to return to anchor either by stress of weather, or by reason of damage sustained, which must be stated in a written deposition signed by the principal officers on board, shall be exempt from a new payment of the light dues.

7. The signatures of the deposition must be legalised at the consulate of the nation of the vessel thus returned. The document must then be submitted to the captain of the port.

8. Vessels of war will always be exempt from light dues; also all merchant vessels measuring ten tons Turkish, or less.

9. The amount of dues to be discharged by each vessel is calculated according to her legal and official measurement, converted into Turkish tons of 792 okka each.

10. A reduction of five per cent. upon the amount of light dues will be allowed to vessels engaged in a regular postal service. Independently of what is said in article 8, coasting vessels shall pay once per month, fishing vessels once a year, the lighthouse dues fixed for vessels of 100 tons.

11. In consideration of the space required in steam vessels for stores or coal rooms, 40 per cent. will be deducted from the tonnage.

It is, however, well understood that if such a deduction has already been effected in their documents of nationality, they shall not be entitled to any further deduction.

12. The present tariff shall be subject to be in-

creased or lowered according to the state of the budget of lighthouses to be drawn up by the Government every year.

To come into force on and from September 1, 1870.

Alexandria, July 30, 1870. [SUEZ CANAL.]

ALICANTE. The values of imports and exports in British vessels at Alicante in 1867, 1868, and 1874 were:—

Years	Ships	Tons	Value of Imports	Value of Exports
1867	108	24,059	54,853	43,314
1868	86	21,869	84,631	47,031
1874	101	33,764	196,076	55,700

The duties on goods imported, and port duties, which in 1867 amounted to 70,752*l.*, were, in 1868, 88,283*l.*, exclusive of railway material and fuel, imported free; but owing to the unsettled state of the country, it is impossible to obtain any authentic information applicable to 1874.

The exportation of esparto grass, chiefly to England, which had risen to 10,425 tons in 1868, fell to 2,482 in 1873, but recovered somewhat in 1874, during which year 3,070 tons were exported. The system is now generally adopted of pressing the esparto to reduce its bulk. (Reports by Mr. Consul Barrie of March 16, 1869, and March 6, 1875.) [RAGS; SPAIN.]

ALIENS.—Pursuing the liberal policy recommended by the author of the *Commercial Dictionary* under the head ALIENS, the Legislature have by the Naturalisation Act of 1870 (33 Vict. c. 14) improved the status of aliens in the United Kingdom by conferring on them the capacity to take, acquire, hold, and dispose of real and personal property of every description in the same manner, in all respects, as a natural-born British subject, and a title to such property may be derived through, from, or in succession to an alien, in the same manner as through, from, or in succession to a natural-born British subject.

Clause 3 of the Act provides, that when this country has entered into a convention with any foreign state for the purpose, a naturalised alien may divest himself of his status by a declaration of alienage, if in this country, before a justice of the peace, if elsewhere in her Majesty's dominions, before any judge of any court, civil or criminal, or officer, who can administer an oath, and if out of her Majesty's dominions, in the presence of any officer in the British diplomatic or consular service.

Clause 4 authorises a similar declaration of alienage on the part of any person of full age, who, though a natural-born British subject, became, at the time of his birth, under the law of any foreign state a subject of such state.

Clause 5 provides, that an alien shall, in future, not be tried by a jury *de medietate lingue*, but in the same manner as a natural-born subject.

This Act deals, too, with that sort of mixed nationality now so often vested in one and the same person, a difficulty which has arisen mainly from the extensive emigration from this country to the United States, and the constant and immense commercial intercourse between these two kindred nations, speaking the same language, and from the facilities of acquiring the nationality of that great republic. The following are the clauses devoted to the object in question:—

EXPATRIATION.

6. *Capacity of British subject to renounce allegiance to her Majesty.*—Any British subject who has at any time before, or may at any time after

the passing of this Act, when in any foreign state and not under any disability voluntarily become naturalised in such state, shall, from and after the time of his so having become naturalised in such foreign state, be deemed to have ceased to be a British subject and be regarded as an alien; provided,—

1. That where any British subject has before the passing of this Act voluntarily become naturalised in a foreign state and yet is desirous of remaining a British subject, he may, at any time within two years after the passing of this Act, make a declaration that he is desirous of remaining a British subject, and upon such declaration hereinafter referred to as a declaration of British nationality being made, and upon his taking the oath of allegiance, the declarant shall be deemed to be and to have been continually a British subject; with this qualification, that he shall not, when within the limits of the foreign state in which he has been naturalised, be deemed to be a British subject, unless he has ceased to be a subject of that state in pursuance of the laws thereof, or in pursuance of a treaty to that effect.

2. A declaration of British nationality may be made, and the oath of allegiance be taken as follows; that is to say,—if the declarant be in the United Kingdom, in the presence of a justice of the peace; if elsewhere in her Majesty's dominions, in the presence of any judge of any court of civil or criminal jurisdiction, of any justice of the peace, or of any other officer for the time being authorised by law in the place in which the declarant is to administer an oath for any judicial or other legal purpose. If out of her Majesty's dominions, in the presence of any officer in the diplomatic or consular service of her Majesty

NATURALISATION AND RESUMPTION OF BRITISH NATIONALITY.

7. *Certificate of Naturalisation.*—An alien who, within such limited time before making the application hereinafter mentioned as may be allowed by one of her Majesty's Principal Secretaries of State, either by general order or on any special occasion, has resided in the United Kingdom for a term of not less than five years, or has been in the service of the Crown for a term of not less than five years, and intends, when naturalised, either to reside in the United Kingdom, or to serve under the Crown, may apply to one of her Majesty's principal Secretaries of State for a certificate of naturalisation.

The applicant shall adduce in support of his application such evidence of his residence or service, and intention to reside or serve, as such Secretary of State may require. The said Secretary of State, if satisfied with the evidence adduced, shall take the case of the applicant into consideration, and may, with or without assigning any reason, give or withhold a certificate as he thinks most conducive to the public good, and no appeal shall lie from his decision, but such certificate shall not take effect until the applicant has taken the oath of allegiance.

An alien to whom a certificate of naturalisation is granted shall in the United Kingdom be entitled to all political and other rights, powers, and privileges, and be subject to all obligations, to which a natural-born British subject is entitled or subject in the United Kingdom, with this qualification, that he shall not, when within the limits of the foreign state of which he was a subject previously to obtaining his certificate of

naturalisation, be deemed to be a British subject unless he has ceased to be a subject of that state in pursuance of the laws thereof, or in pursuance of a treaty to that effect.

The said Secretary of State may in manner aforesaid grant a special certificate of naturalisation to any person with respect to whose nationality as a British subject a doubt exists, and he may specify in such certificate that the grant thereof is made for the purpose of quieting doubts as to the right of such person to be a British subject, and the grant of such special certificate shall not be deemed to be any admission that the person to whom it was granted was not previously a British subject.

An alien who has been naturalised previously to the passing of this Act may apply to the Secretary of State for a certificate of naturalisation under this Act, and it shall be lawful for the said Secretary of State to grant such certificate to such naturalised alien upon the same terms and subject to the same conditions in and upon which such certificate might have been granted if such alien had not been previously naturalised in the United Kingdom.

Certificate of re-admission to British nationality.—A natural-born British subject who has become an alien in pursuance of this Act, and is in this Act referred to as a statutory alien, may, on performing the same conditions and adducing the same evidence as is required in the case of an alien applying for a certificate of nationality, apply to one of her Majesty's Principal Secretaries of State for a certificate hereinafter referred to as a certificate of re-admission to British nationality, re-admitting him to the status of a British subject. The said Secretary of State shall have the same discretion as to the giving or withholding of the certificate as in the case of a certificate of naturalisation, and an oath of allegiance shall in like manner be required previously to the issuing of the certificate.

A statutory alien to whom a certificate of re-admission to British nationality has been granted shall, from the date of the certificate of re-admission, but not in respect of any previous transaction, resume his position as a British subject; with this qualification, that within the limits of the foreign state of which he became a subject he shall not be deemed to be a British subject unless he has ceased to be a subject of that foreign state according to the laws thereof, or in pursuance of a treaty to that effect.

The jurisdiction by this Act conferred on the Secretary of State in the United Kingdom in respect of the grant of a certificate of re-admission to British nationality, in the case of any statutory alien being in any British possession, may be exercised by the governor of such possession; and residence in such possession shall, in the case of such person, be deemed equivalent to residence in the United Kingdom.

Clause 10 settles the national status of married women and infant children in the following terms:—

1. A married woman shall be deemed to be a subject of the state of which her husband is for the time being a subject.

2. A widow being a natural-born British subject, who has become an alien by or in consequence of her marriage, shall be deemed to be a statutory alien, and may as such at any time during widowhood obtain a certificate of re-admission to British nationality in manner provided by this Act.

3. Where the father being a British subject, or the mother being a British subject and a widow

ALKALI

becomes an alien in pursuance of this Act, every child of such father or mother who during infancy has become resident in the country where the father or mother is naturalised, and has, according to the laws of such country, become naturalised therein, shall be deemed to be a subject of the state of which the father or mother has become a subject, and not a British subject.

4. Where the father, or the mother being a widow, has obtained a certificate of re-admission to British nationality, every child of such father or mother who during infancy has become resident in the British dominions with such father or mother, shall be deemed to have resumed the position of a British subject to all intents.

5. Where the father, or the mother being a widow, has obtained a certificate of naturalisation in the United Kingdom, every child of such father or mother who during infancy has become resident with such father or mother in any part of the United Kingdom, shall be deemed to be a naturalised British subject.

The Secretary of State is empowered by 33 & 34 Vict. c. 102 to make regulations as to the taking of oaths of allegiance on naturalisation, and regulations have accordingly been issued by the Home Office as to the necessary oaths and declarations to be made, with a relative scale of fees approved by the Treasury.

The Naturalisation Act of 1872, passed chiefly to render more distinct the *modus operandi* of renouncing naturalization or nationality on the part of persons English or American born, contains a saving clause as to the property of married women, and embodies in its schedule a convention between the United Kingdom and the United States of May 4, 1871, supplementary to that of May 13, 1870.

ALKALI. The quantity of alkali, the produce of the United Kingdom, exported in 1873, chiefly to the United States, Germany, Russia, Holland, Belgium, and Spain, was 4,754,425 cwt., valued at 2,929,006*l.*, by far the largest proportion going from the ports of Liverpool and Newcastle; while in 1874, 5,010,616 cwt. were exported, of the value of 2,618,034*l.* On the other hand, there were imported into the United Kingdom in 1874, chiefly from British North America, 106,576 cwt. of alkali, worth 166,014*l.*

ALMOND PASTE.—The Customs duty on this article was reduced in 1870 to 4*s.* 8*d.* per cwt., and was abolished in 1874.

AMERICA. [TARIFF.]

AMSTERDAM. The following statistics in relation to the trade of this port and of the Netherlands are extracted, the first table from the Report of Mr. Consul Newnham of May 29, 1875, and the last two from that of January 7, 1869, by Mr. Thurlow, then second secretary to our Legation at the Hague:—

I.—*Account of the Arrivals and Departures of Netherlands and Foreign Vessels at Amsterdam during 1872 and 1873.*

	Arrivals			
	1873		1874	
	Vessels	Tons	Vessels	Tons
Netherlands	593	210,960	575	225,055
Foreign	690	259,092	734	263,742
Totals	1,283	470,052	1,309	488,797
	Departures			
	1873		1874	
	Vessels	Tons	Vessels	Tons
Netherlands	511	215,030	599	225,045
Foreign	726	263,061	756	269,967
Totals	1,237	478,111	1,355	495,012

Of the 690 foreign arrivals in 1873, 207 were steamers of 95,524 tons, and of these 180 were British of 51,068 tons.

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II.—*Table showing General Imports and Exports of the Netherlands from 1864 to 1867.*

Year	General Imports	Import for Consumption	General Exportation	Duty-free Exports	In Transit.
	florins	florins	florins	florins	florins
1864	474,337,773	280,876,561	433,416,370	344,162,246	89,254,384
1865	500,598,378	403,833,287	438,391,127	344,781,050	94,010,077
1866	524,971,700	425,149,121	436,590,752	318,357,296	98,033,456
1867	552,084,793	439,025,679	449,217,611	340,287,504	109,130,507

Referring to the convention for the free navigation of the Rhine entered into in 1868 by the Netherlands, Prussia, France, Bavaria, Baden &c., Mr. Thurlow gives the following among other particulars, showing the extent of commerce passing Lobith, on the Dutch portion of the Rhine, at different periods from 1832 downwards, and in the 3 years ending with 1867.

III.

Years	Up Rhine	Down Rhine	cwt.
1832 to 1834	1,662,304	5,435,455	7,097,759
1835 1839	2,018,608	6,365,469	9,014,077
1840 1844	3,527,391	5,881,550	9,408,941
1845 1849	4,174,372	6,661,730	10,836,103
1850 1854	5,040,628	9,567,240	14,607,868
1855 1859	6,074,513	10,558,169	17,052,682
1860 1864	6,082,968	18,027,948	24,110,816
1865	5,792,224	21,945,681	27,737,905
1866	5,488,715	26,007,504	31,496,019
1867	6,518,657	30,004,410	36,623,067

ANCHORAGE DUES. See PORTUGAL.
ANCHORS AND CHAIN CABLES.—An Act, 34 & 35 Vict. cap. 101, passed in 1871, came into operation on July 1, 1873, to amend the law respecting the proving and sale of chain cables and anchors. This Act, which is to be construed as one with that of 1864, limits the number of Corporations entitled to test cables and anchors as follows, viz.:—

The Committee of Lloyd's for machines at London, Bristol, Tipton, Netherton, Saltney, Monkwearmouth, Sunderland, and Low Walker, or elsewhere.

The Committee of Liverpool Underwriters for machines at Liverpool.

The Mersey Docks and Harbour Board for machines at Liverpool and Birkenhead, or at any other place on the Mersey.

The Tyne Improvement Commissioners for machines at Low Walker, or any other place on the Tyne.

The River Wear Commissioners for machines at Sunderland and Monkwearmouth.

The Clyde Navigation Trust for machines at Glasgow, or at any other place on the Clyde within the jurisdiction of the Trust; the Municipal Corporation of Glasgow for machines at Glasgow.

The Mayor, Aldermen, and Burgesses of Bristol for machines at Bristol.

The Undertakers under the Bute Docks Acts, 1865 and 1866, for machines at Cardiff.

The Trustees of the Port and Harbour of Greenock for machines at Greenock.

The Mayor, Aldermen, and Burgesses of Hull for machines at Hull.

The Tees Conservancy Commissioners for machines at Stockton and Middlesbrough, or elsewhere upon the Tees.

The Trustees of Swansea Harbour for machines at Swansea.

This Act permits the Public Works Loan Commissioners to advance money to enable any of the Corporations, bodies or persons, authorised to receive a license under this Act, to establish, purchase, or construct a testing machine.

The following mode of testing a chain cable is prescribed by the 84 & 85 Vict. c. 101. The

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tester shall test every fifteen fathoms of it; that is to say,

(1.) He shall select and cut out a piece of three links from every such fifteen fathoms, and shall test that piece by subjecting it to the appropriate breaking strain under-mentioned:

(2.) If the piece so selected fail to withstand such breaking strain he shall select and cut out another piece of three links from the same fifteen fathoms, and shall test such piece in like manner:

(3.) If the first or second of such pieces of any fifteen fathoms of cable withstand the breaking strain, he shall then but not otherwise test the remaining portion of that fifteen fathoms of cable by subjecting the same to the tensile strain mentioned in the principal Act:

(4.) He shall not stamp a chain cable as proved which has not been subjected to the breaking and tensile strains in accordance with the provisions of this section, or has not withstood the same.

The appropriate breaking strain for chain cables fixed by the above Act is as follows:

Where the tensile strain to which the cable is to be subjected is—	It shall be subjected to a breaking strain of—	Where the tensile strain to which the cable is to be subjected is—	It shall be subjected to a breaking strain of—
Tons.	Tons.	Tons.	Tons.
156	190.5	42	42
112	157.5	35	35.5
101	141.9	18	27
91	127.5	13	20.5
81	113.7	10	15
72	100.8	8	12.75
64	88.5	7	10.5
56	77	5	8.25
47	66.5	4	6.75
40	60.75	3	5.25
34	51		

Any test approved by the Board of Trade may be substituted for the tests provided by 34 & 35 Vict. c. 101, but every chain is to be tested to a tensile and breaking strain not less than that known as the Admiralty test. (37 & 38 Vict. c. 51). The sale (except as old iron) of any untested chain cable, or anchor exceeding in weight 168 lbs. is forbidden under a penalty not exceeding 50*l*. (34 & 35 Vict. c. 101.) Anyone selling or purchasing either without its being tested and stamped to be guilty of a misdemeanour. (37 & 38 Vict. c. 51.)

ANNUITIES. [INTEREST AND ANNUITIES AND FUNDS.]

ANTWERP.—Consul Grattan, in his Report of March 22, 1875, gives a return of shipping, contrasting the arrivals at this port from each country in 1872, 1873, and 1874. The total number of ships and their tonnage are stated as follows:—

	Ships	Tonnage
1872	4,206	1,636,944
1873	4,816	2,031,399
1874	4,456	2,057,522

Of the arrivals in 1873, 2,574 ships of 1,234,701 tons were British, representing upwards of 60 per cent. of the whole tonnage, and showing an increase over 1872 of 227,000 tons of British shipping, but there was a falling off in 1874.

APPAREL. The value of the apparel and slops exported from the United Kingdom in 1874, chiefly to Australia, British possessions in South Africa and British North America was 3,200,853*l*., as against 3,437,410*l*. in the previous year.

ARBITRATION. Further provision is made by 35 & 36 Vict. c. 46, and by an Act of 1875, for arbitration in case of disputes between masters and workmen. See CANALS AND RAILWAYS.

ARROWROOT. Customs' duty on, repealed, 1869.

ASSURANCE. See INSURANCE.

ATTORNEY. [POWER OF ATTORNEY.]

AUCTIONEER. An auctioneer's license is

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declared unnecessary by 33 & 34 Vict. c. 32, or the sale of fish on the seashore where the same shall have been first landed.

AUSTRIA. [See Article TRIESTE in Dictionary, last edition, and in this Supplement.] In the Report of Mr. Harris Gastrell of February 20, 1875, on the Trade of Buda-Pesth, it is stated that the aggregate commerce of Hungary with Austria and neighbouring foreign countries amounted in 1872 to about 82,000,000*l*., of which 44,500,000*l*. might be set down to the import, 28,500,000*l*. to the export, and 9,000,000*l*. to the transit trade. In an enclosure to Sir Andrew Buchanan's despatch of November 30, 1873, it is stated that in consequence of her improved tariff the imports of Austria have progressively increased in value from 25,075,379*l*. in 1865 to 59,244,120*l*. in 1872. The value of her exports in 1872 amounted to 38,218,126*l*. (Commercial Report, No. 16 of 1874.)

BACON AND HAMS. The value of the bacon and hams imported into the United Kingdom in 1874, chiefly from the United States and Germany, was 5,902,429*l*., as against 6,245,230*l*. in 1873, 4,188,981*l*. in 1872, and 2,725,909*l*. in 1871.

BAGS. The value of the empty bags exported from the United Kingdom in 1874 was 1,750,002*l*., as against 1,913,153*l*. in 1873.

BAHIA. The value of the exports from Bahia in 1874 was 1,384,349*l*., (of which those to Great Britain are set down at 573,706*l*.), as against 2,253,190*l*. in 1873, and 1,871,212*l*. in 1872.

The value of the imports into Bahia in 1874 was 1,455,085*l*., of which the British share was 1,076,900*l*. In 1874, the following British shipping entered this port, viz., 153 sailing and 145 steam-vessels, of 305,390 tons, and with crews numbering 11,316.

BALTIMORE. The following table, compiled from the Reports of Consuls Rainald and Donohoe of April 10, 1869, and January 28, 1875, exhibits the increase and fluctuation of our trade with Baltimore since 1866:—

British Shipping.

Years	Entered			Cleared		
	Number of Vessels	Tons	Value of Cargoes	Number of Vessels	Tons	Value of Cargoes
			dols.			dols.
1866	188	43,425	2,278,000	194	49,724	305,500
1867	210	60,128	2,908,140	209	60,204	2,019,562
1868	260	65,651	2,957,000	257	64,119	2,545,741
			£			£
1869	232	64,741	617,212	253	73,244	496,305
1870	277	81,718	961,297	256	71,611	885,274
1871	262	131,316	2,458,766	557	152,016	759,721
1872	313	111,867	2,056,400	320	138,858	1,279,961
1873	314	126,315	1,889,556	314	125,176	1,291,148
1874	242	102,506	1,455,552	239	110,279	1,210,651

BANGKOK. The annexed is an abridgment of a table given by Mr. Knox, our Consul-General for Siam, in his Report of March 10, 1874:—

Account of British and Foreign Shipping Entered and Cleared at the Port of Bangkok in 1873, and of the Values of their Cargoes.

Nationality of Vessels	Entered			Cleared		
	Vessels	Tons	Value of Cargoes	Vessels	Tons	Value of Cargoes
			£			£
British	84	32,713	109,631	83	32,844	406,746
Danish	6	1,764	5,840	6	1,771	10,921
Dutch	9	2,918	1,799	9	3,527	14,628
French	14	5,165	15,000	12	5,058	46,459
German	15	4,731	1,848	16	5,082	41,012
American	1	388	579	2	609	4,575
Siamese	157	55,049	385,269	157	49,875	431,672
Junks	..	..	31,010	..	..	10,100
Total	286	102,761	847,976	265	98,566	965,813

The export of rice, formerly our principal trade from this port, has ceased in great measure, but new markets for it have been found. In 1868 sixty-nine vessels cleared thence with full cargoes for Europe, and others sailed for Mauritius, California, and Australia, and of the total value of the exports from Bangkok in 1873 amounting to 962,256*l.*, that of rice is stated to have been 255,190*l.* The Siam and Straits Settlements Jurisdiction Act of 1870, in confirmation of an Order in Council of July 28, 1856, and of the Act 20 & 21 Vict. c. 75, vests jurisdiction in matters arising within the dominions of the King of Siam, in the Supreme Court of the Straits Settlements.

BANK, BANKING, &c. The Stamp Act of 1870 gives, for the purposes of that Act, the following definition of the terms *banker* and *bank note*.

Interpretation of Terms.—The term *banker* means and includes any corporation, society, partnership, and persons, and every individual person carrying on the business of banking in the United Kingdom.

The term *bank note* means and includes—

1. Any bill of exchange or promissory note issued by any banker, other than the Governor and Company of the Bank of England, for the payment of money not exceeding one hundred pounds to the bearer on demand :

2. Any bill of exchange or promissory note so issued which entitles or is intended to entitle the bearer or holder thereof, without indorsement, or without any further or other indorsement than may be thereon at the time of the issuing thereof, to the payment of money not exceeding one hundred pounds on demand, whether the same be so expressed or not, and in whatever form, and by whomsoever such bill or note is drawn or made.

The following is the scale of stamp duties on bank notes provided under the same Act :—

For money not exceeding 1 <i>l.</i> -	-	-	s. d.
Exceeding 1 <i>l.</i> and not exceeding 5 <i>l.</i> -	-	-	0 5
5 <i>l.</i> -	-	-	0 10
5 <i>l.</i> -	-	-	1 3
10 <i>l.</i> -	-	-	1 9
10 <i>l.</i> -	-	-	2 0
20 <i>l.</i> -	-	-	3 0
50 <i>l.</i> -	-	-	5 0
50 <i>l.</i> -	-	-	8 6

The following are declared Bank Holidays by the Act of 1871, 34 Vict. c. 17, viz. :—

Bank Holidays in England and Ireland.

Easter Monday.

The Monday in Whitsun week.

The first Monday in August.

The twenty-sixth day of December, if a week day.

Bank Holidays in Scotland.

New Year's Day.

Christmas Day.

If either of the above days falls on a Sunday the next following Monday shall be a bank holiday.

Good Friday.

The first Monday of May.

The first Monday of August.

The act provides that all bills and promissory notes falling due on any bank holiday shall be payable on the following day and a similar provision is made as to notice of dishonour and presentation for honour. In regard to payments of all kinds bank holidays are to be in the same category as Christmas Day or Good Friday.

It is also provided that special bank holidays may be appointed by Royal proclamation, and that when expedient other days may be substituted for those above enumerated, by order in Council, and similar powers are conferred on the Lord Lieutenant of Ireland in Council, and the

38 of Vict. c. 13 extends these holidays to the Customs and Inland Revenue Offices.

The Bills of Exchange Act of 1871, 34 & 35 Vict. c. 74, abolishes days of grace in the case of bills of exchange and promissory notes, payable at sight or on presentation. [See **BILLS OF EXCHANGE, FUNDS.**]

BANK OF ENGLAND. An Act (32 & 33 Vict. c. 104) for facilitating the payments of dividends on the public stocks, passed in 1869, makes the following regulations with respect thereto, viz. :—

2. *Power to send dividend warrants by post.*—It shall be lawful for the governor and company of the Bank of England, hereinafter called the Bank, from time to time, with the sanction of the Commissioners of the Treasury, to make arrangements for payment of dividends on any stocks by sending warrants through the post. Every such warrant shall be deemed to be a cheque on the said governor and company within the intent and meaning of the statute of 21 & 22 Vict. c. 79.

3. *Effect of posting a warrant.*—Every stockholder desirous of having his dividend warrants sent to him by post shall make a request accordingly in writing to the Bank, such writing to be signed by him, and to be in a form approved by the Bank and by the said commissioners, and shall give to the Bank an address in the United Kingdom to which the letters containing such warrants are from time to time to be sent, and the posting by the Bank of any letter addressed to a stockholder at his request at the address given by him to the Bank, and containing a dividend warrant, shall, as respects the liability of the Bank, be equivalent to the delivery of such warrant to the stockholder himself.

4. *Change of day on which dividends on stocks fall due.*—The half-yearly dividends due on any public stocks which at the time of the passing of this Act fall due on October 10 in each year, shall from and after the passing of this Act become due on October 5, instead of October 10.

5. *Audit of dividends.*—The Treasury may from time to time make regulations as to the mode in which the audit of the accounts relating to dividends on public stocks is to be held by the commissioners for auditing the public accounts, and may, if they think fit, dispense with such audit altogether.

6. *Definition of terms.*—In this Act 'public stocks' shall mean and include any stock forming part of the national debt, and transferable in the books of the Bank :

'Stockholder' shall mean the proprietor of any share in the public stocks :

'Person' shall include corporation :

'United Kingdom' shall include the Channel Islands, the Isle of Man, and any other islands adjacent to any part of the United Kingdom :

'Warrant' shall include draft, order, cheque, or any other document used as a medium for payment of dividends.

The National Debt Act of 1870 consolidates, with amendments, certain enactments relating to the National Debt.

The most important novelty embodied in this statute is the issue to stockholders on application of stock certificates applicable to the various 3 per cent. stocks, with coupons attached, which shall compose the relative dividends for not less than 5 years. The Act also provides for the transfer of stock from the books of the Bank of England to those of the Bank of Ireland and vice versa. The regulations in regard to these and the transfer of stock will be found at length under **FUNDS.**

The power to send dividend warrants applicable to consols, &c., per post, conferred by 32 & 33 Vict. c. 104, is by 34 & 35 Vict. c. 29 extended to Indian stocks.

The Bank of England Election of Directors Act of 1872 declares that not above seven-eighths of the old directors are to be chosen, the 8 & 9 Wm. III. c. 20 having fixed the maximum at two-thirds.

BANK OF IRELAND. The number of its directors may, under Charter of Amendment Act

of 1872, be reduced from 15 to 13 or 11. The governor, deputy-governor, and directors, or any 7 or more of them, may constitute a court.

BANK, SAVINGS. The 37 & 38 Vict. c. 73 explains sec. 5 of the 24 & 25 Vict. c. 14, to authorize the payment out of monies deposited with the Postmaster-General, in pursuance of the principal Act, of the sums withdrawn by depositors under that Act, and the payment over of the balance only to the Commissioners for the Reduction of the National Debt.

Account relative to Post Office and other Savings Banks, 1866-1874.

Year	Number of Post Office Savings Banks	Number of Deposits	Amount of Deposits	Interest credited to Depositors	Charges of Management	Amount, inclusive of Interest, standing to credit of all open Accounts at close of the Year	Total Sum standing to credit of Post Office Savings Banks on Books of National Debt Commissioners at close of the Year	Number at close of the Year of Old Savings Banks and Post Office Banks combined	Number at close of the Year of the Depositors in Old Savings Banks and Post Office Banks combined
5 Yrs. Av.			£	£	£	£	£		
1866-70	3,815	1,802,031	5,234,108	257,014	62,403	11,634,214	11,824,504	4,358	2,352,942
1871	4,335	2,364,621	6,664,629	376,738	69,427	17,025,014	17,303,815	4,895	2,707,570
1872	4,607	2,745,245	7,699,916	430,079	78,404	19,318,539	19,599,801	5,087	2,867,595
1873	4,853	2,917,698	7,953,740	477,851	81,160	21,167,749	21,745,442	5,334	3,002,134
1874	5,068	3,044,692	8,541,256	524,359	99,616	23,167,469	24,000,711	5,513	3,134,871

BANKRUPTCY. In the articles **BANKRUPT AND BANKRUPTCY**, and **INSOLVENCY AND BANKRUPTCY**, in this Dictionary, the history and policy of the laws affecting bankrupts in the United Kingdom, and the progress of opinion and legislation on the subject, have been shortly traced, down to the session of 1868. We have now, by way of supplement, to give a short abstract of the more important clauses of the Bankruptcy Act of 1869 (32 & 33 Vict. c. 71), entitled An Act to consolidate and amend the Law of Bankruptcy.

The Act is divided into a preliminary and eight other parts.

In the preliminary portion the 2nd clause declares it inapplicable to Scotland or Ireland, except when expressly provided.

The 3rd dates its operation from January 1, 1870.

The 4th defines various terms used in its provisions; and

The 5th excludes from its operation companies or partnerships registered under the Companies Act of 1862.

In Part I., relating to the adjudication and vesting of property, clause 6 provides for the adjudication of a bankrupt owing 50*l.* to one or more creditors, and defines six acts of bankruptcy, on any one of which that may have occurred within the previous six months, his or their petition must be founded.

7-9 refer to the proceedings on debtor's summons and petition, proof of debt and of trading when necessary, and act of bankruptcy, and to contested debts.

10 to the advertisement of adjudication.

12 binds creditors not holding securities.

13 empowers the court to restrain suits and appoint receiver.

14, 17, and 18 provide for the appointment, by the creditors or by their committee of inspection, not exceeding five in number, of a trustee (paid or unpaid, but giving security) to manage the bankrupt's property, and that the registrar of the court shall act as trustee till the appointment be made.

15 describes the property of a bankrupt divisible among his creditors, and specially exempts—1st, property held in trust; and 2nd, tools of trade, and family wearing apparel and bedding, to the value in all of 20*l.*

16 lays down regulations as to the first meeting of creditors.

In Part II., regulating the administration of the property, clause 19 relates to the conduct of the bankrupt in aiding or impeding its realisation, and his punishment in the latter case.

20 lays down rules for the conduct of the trustee.

21 regulates general meetings of creditors after the first.

22-24 vest the property in the trustee, and enable him to disclaim that which is onerous.

25-29 define his powers; *inter alia*, authorising him, if the creditors approve, to receive and decide on proof of debts, and to administer oaths.

To carry on bankrupt's business, and to employ him to superintend it.

To sell the property, or mortgage or pledge any part of it.

To bring or defend suits, refer disputes to arbitration, compromise debts or claims.

To divide property which cannot be sold among the creditors, and to accept composition, or general scheme of arrangement offered by the bankrupt.

30 binds the trustee, under penalties, to pay sums into the Bank of England, or other bank chosen by creditors.

31-40 describe debts, distinguishing as preferential, certain local rates, assessed and other taxes, and wages of clerks and servants, and deal with allowance to debtors, set off and secured debts.

41-50 apply to the distribution of dividends, appropriation of the surplus, if any, by the bankrupt after payment of creditors and costs, the close of the bankruptcy, discharge of the bankrupt (mainly depending on the payment of 10*s.* in the pound), and effect of the discharge.

51-53 relate to the release of the trustee and its effects.

54 explains the status of an undischarged bankrupt.

55-58 provide for the appointment of a comptroller or auditor of trustee's accounts, and define his duties and powers.

Part III.—Clauses 59-72 constitute the Court of Bankruptcy and Court of Appeal, and specify their general powers.

73-77 provide for the enforcement of warrants and orders of the court, and enjoin that the Bankruptcy Courts in England, Scotland, and Ireland, and every British court elsewhere, shall be auxiliary to each other in bankruptcy cases.

78, 79 empower the Lord Chancellor to revoke

or alter rules of court, and to effect change of jurisdiction in county courts.

In Part IV., consisting of supplemental provisions, clause 80 makes additional regulations as to proceedings in bankruptcy.

81, 82 state the consequences of annulling of adjudication.

83, 84 lay down rules as to the trustee and committee of inspection.

85, 86 relate to the power over the bankrupt.

87-95 to the property devolving on the trustee.

96-99 to the discovery and seizure of the bankrupt's property.

100-105 refer to joint and separate estates.

106-109 specify the nature of the evidence necessary in proceedings in bankruptcy.

110-119 are of a miscellaneous kind, 118 enacting that no person not being a trader shall be adjudged a bankrupt in respect of a debt contracted prior to the Bankruptcy Act of 1861.

In Part V., relating to persons having privilege of Parliament, 120-124 enact that this privilege is not to prevent adjudication on bankruptcy; that the seat of a bankrupt member of the House of Commons shall be vacated; and that the Speaker shall issue a new writ.

Part VI.—Clause 125 makes regulations for the liquidation by arrangement of the affairs of the debtor.

Part VII.—Clauses 126, 127 contain regulations for the payment by a debtor to his creditors of a composition, without any proceedings in bankruptcy.

Part VIII.—Clauses 128-136 make temporary provision for transfer of officers from old to new Court of Bankruptcy, the abolition of the County District Courts, compensation to, and reappointment of officers &c.

Schedule 1 appended to the Act gives the following list of, and description of Traders:—

Alum makers, apothecaries, auctioneers, bankers, bleachers, brokers, brickmakers, builders, calenderers, carpenters, carriers, cattle or sheep salesmen, coach proprietors, cowkeepers, dyers, fullers, keepers of inns, taverns, hotels, or coffee-houses, lime-burners, livery stable keepers, market gardeners, millers, packers, printers, sharebrokers, shipowners, shipwrights, stockbrokers, stock-jobbers, victuallers, warehousemen, wharfingers, persons using the trade or profession of a scrivener, receiving other men's moneys or estates into their trust or custody, persons insuring ships or their freight or other matters against perils of the sea, persons using the trade of merchandise by way of bargaining, exchange, bartering, commission, consignment, or otherwise, in gross or by retail, and persons who, either for themselves or as agents or factors for others, seek their living by buying and selling or buying and letting for hire goods or commodities, or by the workmanship or the conversion of goods or commodities; but a farmer, grazier, common labourer, or workman for hire shall not, nor shall a member of any partnership, association, or company which cannot be adjudged bankrupt under this Act, be deemed as such a trader for the purposes of this Act.

In the article BANKRUPT AND BANKRUPTCY in this Dictionary the author expressed an opinion on the impolicy of imprisonment for debt where the debtor had acted honestly and had done all that should be required of him. By Act 32 & 33 Vict. c. 62 the Legislature have adopted this view, and may be said to have abolished imprisonment for debt in England, except for the punishment of fraudulent debtors and of contempt of court.

The 32 & 33 Vict. c. 83 provides for the winding up of the business of the late Insolvent Debtors

Court in England, and repeals a number of enactments relating to insolvency, bankruptcy, imprisonment for debt &c.

The provisions of the Bankruptcy Act of 1869 have been extended by 33 & 34 Vict. c. 76, so as to facilitate the arrest of absconding debtors.

By Act of 1871 (34 & 35 Vict. c. 50), any bankrupt is disqualified from sitting or voting in the House of Lords or in any committee thereof; and if a peer of Scotland or Ireland, from being elected as a representative.

The Bankruptcy Ireland Amendment Act of 1872 abolishes the distinction between traders and non-traders, and in some other respects assimilates the Irish to the English law.

In 1875 an Act, 38 & 39 Vict., passed to amend the Scotch Bankruptcy Act of 1851, declares the wages of clerks and shopmen and servants employed by the bankrupt to be entitled to the same privilege as the wages of domestic servants to an extent not exceeding four months' wages prior to the date of sequestration being awarded, or where sequestration is not awarded, prior to the concurrence of diligence for distribution of the estate of a party being notour bankrupt, and not exceeding the sum of fifty pounds; and the wages of workmen employed by the bankrupt shall be similarly entitled to an extent not exceeding two months' wages prior to the same respective dates.

BARLEY AND BARLEY MEAL, and BARLEY PEARLED. Import duty on, repealed, 1869.

BEANS AND BEAN MEAL. Customs' duty on, repealed, 1869.

BEAR or BIGG. Customs' duty on, repealed, 1869.

BEER. [ALE AND BEER.]

BELGIUM. See articles on ANTWERP in the Dictionary, and in this Supplement.

BENGAL. [EAST INDIES.]

BIGG. [BEAR.]

BILL OF SALE. The Stamp Act of 1870 enacts, sec. 57, that a copy of a bill of sale is not to be filed in any court, unless the original duly stamped, is produced to the proper officer.

BILLS OF EXCHANGE. The following definitions of Bill of Exchange and Promissory Note are given, for the purposes of that Act, in secs. 48 and 49 of the Stamp Act of 1870, 33 & 34 Vict. c. 97.

Interpretation of Term 'Bill of Exchange.'—

1. The term *bill of exchange* for the purposes of this Act includes also draft, order, cheque, and letter of credit, and any document or writing (except a bank note) entitling or purporting to entitle any person, whether named therein or not, to payment by any other person of, or to draw upon any other person for, any sum of money therein mentioned.

2. An order for the payment of any sum of money by a bill of exchange or promissory note, or for the delivery of any bill of exchange or promissory note in satisfaction of any sum of money, or for the payment of any sum of money out of any particular fund which may or may not be available, or upon any condition or contingency which may or may not be performed or happen, is to be deemed for the purposes of this Act a bill of exchange for the payment of money on demand.

3. An order for the payment of any sum of money weekly, monthly, or at any other stated periods, and also any order for the payment by any person at any time after the date thereof of any sum of money, and sent or delivered by the person making the same to the person by whom the payment is to be made, and not to the person to whom the payment is to be made, or to any

person on his behalf, is to be deemed for the purposes of this Act a bill of exchange for the payment of money on demand.

Interpretation of Term 'Promissory Note.'—

1. The term *promissory note* means and includes any document or writing (except a bank note) containing a promise to pay any sum of money.

2. A note promising the payment of any sum of money out of any particular fund which may or may not be available, or upon any condition or contingency which may or may not be performed or happen, is to be deemed for the purposes of this Act a promissory note for the said sum of money.

The following is the table of stamp duties applicable to bills of exchange under the Stamp Act of 1870:—

Payable on demand - - - - - 1d.

Bill of Exchange of any other kind whatsoever (except a bank note) and promissory note of any kind whatsoever (except a bank note), drawn, or expressed to be payable, or actually paid, or indorsed, or in any manner negotiated in the United Kingdom—

		s.	d.
Where the amount or value of the money for which the bill or note is drawn or made does not exceed 5 <i>l</i> .		0	1
Exceeds 5 <i>l</i> . and does not exceed 10 <i>l</i> .		0	2
10 <i>l</i> .	25 <i>l</i> .	0	3
25 <i>l</i> .	50 <i>l</i> .	0	6
50 <i>l</i> .	75 <i>l</i> .	0	9
75 <i>l</i> .	100 <i>l</i> .	1	0

For every 100*l*., and also for any fractional part of 100*l*., of such amount or value - - - - - 1 0

The Act of 1871 (84 & 85 Vict. c. 74) abolishes days of grace in the case of bills of exchange and promissory notes payable at sight or on presentation, and declares them to be payable on demand.

BILLS OF LADING. Sec. 56 of the Stamp Act of 1870 declares, 1st, That a bill of lading is not to be stamped after the execution thereof; and 2nd, That every person who makes or executes any bill of lading not duly stamped shall forfeit 50*l*. The stamp duty is 6*d*.

BIRDS. [SEA BIRDS.]

BISCUIT AND BREAD. Customs' duty on, repealed, 1869.

BOMBAY. [EAST INDIES.]

BOOK-KEEPING. To prevent the growing tendency to falsify accounts, an Act was passed in 1875, 38 & 39 Vict. c. 26, containing the following provisions:—

That if any clerk, officer, or servant, or any person employed or acting in the capacity of a

clerk, officer, or servant, shall wilfully and with intent to defraud destroy, alter, mutilate, or falsify any book, paper, writing, valuable security, or account which belongs to or is in the possession of his employer, or has been received by him for or on behalf of his employer, or shall wilfully and with intent to defraud make or concur in making any false entry in, or omit or alter, or concur in omitting or altering, any material particular from or in any such book, or any document or account, then in every such case the person so offending shall be guilty of a misdemeanour, and be liable to be kept in penal servitude for a term not exceeding seven years, or to be imprisoned with or without hard labour for any term not exceeding two years.

It shall be sufficient in any indictment under this Act to allege a general intent to defraud, without naming any particular person intended to be defrauded.

By way of appendix to the essay on Book-keeping in this Dictionary, we beg to subjoin a short explanatory statement as to the final balancing of the ledger, and the mode of drawing out the balance sheet and profit and loss account.

Closing entries and final balance.—In order to finally balance a set of books it is necessary to make various closing entries, and also, for the purpose of ascertaining the gross profit or loss on the trading, to take an account of the stocks of various goods on hand at the date to which the books are to be balanced, the stocks being taken at the cost price. In cases where there is any special loss or depreciation in the value of the stocks, it is usual to make a separate explanatory entry of the amount, debiting the profit and loss account with the loss, and crediting the merchandise or goods account. The value of the stocks having been ascertained, the amount is entered on the credit or right-hand side of the merchandise account. This account shows on the debit or left-hand side, the stock on hand at the commencement of the account, and the whole of the purchases; and on the credit or right-hand side, the whole of the sales, and the stock on hand at the close of the account. If the total on the credit side exceeds the debit total, the balance is profit, but if the contrary is the case, the balance is loss.

The following example shows the method of closing a merchandise account:—

Dr.					Merchandise Account					Cr.				
1874 Jan. 1	To Stock on hand	Fol.	£	s.	d.	1874 Dec. 31	By Sales during the year as shown in Ledger account	Fol.	£	s.	d.	8	64 96	2 7
Dec. 31	" Purchases during the year as shown in Ledger account	2	5346	7	8	Dec. 31	" Stock on hand	8	1611	2	7	10	5	3
			7071	19	4									
Dec. 31	" Balance, being gross profit (carried to profit and loss ac. -	9	975	10	11									
			£8047	10	3				£8047	10	3			

The balance of this account is posted to the profit and loss account. In the above case, the balance being profit, is posted to the credit of the profit and loss account, thus completing the double entry. If the balance had been loss, it

would have been posted to the debit of the account.

The balances of the nominal accounts (that is, amounts that do not represent assets or liabilities) are transferred to the profit and loss account; the accounts being closed thus:—

Dr.					Interest Account					Cr.				
1874 Dec. 31	To sundry amounts as per Ledger account	Fol.	£	s.	d.	1874 Dec. 31	By sundry amounts as per Ledger account	Fol.	£	s.	d.	11	116	2 11
			256	8	1	Dec. 31	" Balance transferred to profit and loss account	11	140	5	2			
			£256	8	1				£256	8	1			

Such of the balances of the personal accounts owing to the merchant as are considered irrecoverable, are written off as bad debts; the account of the debtor being credited, and profit and loss account debited with the amount. It is usual also to make some allowance in respect of debts not wholly recoverable, and to debit the profit and loss account with the sum, which is credited to a doubtful debt account.

The whole of the profits, and the losses and expenses having been brought into the profit and loss account (except personal drawings, which are transferred to the debit of capital account), the balance is struck, and transferred to the capital, or final account.

Example of profit and loss account, and mode of closing it :—

Dr.				Profit and Loss Account				Cr.			
1874 Jan. 1 to Dec. 31	To Salaries -	Fol.	£	s.	d.	1874 Jan. 1 to Dec. 31	By Profit on Sugar account -	Fol.	£	s.	d.
	" Office Expenses -	5	501	10	0		" Profit on Coffee account -	7	263	11	7
	" General Charges -	5	116	2	11		" Profit on Merchandise account -	8	411	1	9
	" Interest -	5	140	5	2		" Commissions -	9	975	10	11
	" Discount -	5	71	9	5		" Brokerages -	10	324	7	5
	" Rent and Taxes -	5	251	9	2				106	1	3
	" Bad Debts -	6	516	1	7						
	" Loss on Tea account -	7	21	6	10						
	" Loss on Sago account -	7	4	11	3						
			1276	8	3						
Dec. 31	" Balance, being Nett Profit (carried to Capital account) -	11	808	4	8						
			£2084	12	11				2084	12	11

In cases where there are two or more partners in the business, the final entry would appear thus :

Balance, being nett profit (carried to Capital accounts, as under :)	Folio	£	s.	d.
to A.B. = £ 269 8 2				
to C.D. = 269 8 3				
to E.F. = 269 8 3				
		808	4	8

The capital account shows on the credit side the capital of the merchant at the commencement of the account; to this is added the interest thereon up to the date of balancing the account, and the nett profit brought from the profit and loss account; on the debit or opposite side is entered the total of the merchant's personal drawings; the final balance of the account represents the present capital. (See example.)

Dr.				Capital Account				Cr.			
1874 Dec. 31	To Personal Drawings for the year -	Fol.	£	s.	d.	1874 Jan. 1	By Balance, being Capital at this date -	Fol.	£	s.	d.
Dec. 31	" Balance carried down	14	721	15	0	Dec. 31	" Interest thereon for 1 year at 5 per cent. -	11	4426	10	0
			4734	6	2	Dec. 31	" Nett Profit for the year, as per Profit and Loss account -	12	221	6	6
			£5456	1	2			13	808	4	8
									£5456	1	2
						1874 Dec. 31	By Balance brought down being Capital at this date -		4734	6	2

The full particulars of all the entries are written up in the journal, from which they are posted to the ledger; the entries in the latter book being usually more abbreviated than those given in the examples.

The books having been finally balanced, a list of the balances is extracted, which, when arranged in a convenient form for reference, constitutes the balance sheet, and shows the position of the business.

The balance between the assets and liabilities represents the capital, and must correspond with the final balance of the capital account.

BOOKS. The value of the Printed Books exported from the United Kingdom was 918,846*l.* in 1873, and 904,792*l.* in 1874, and the value of those imported in the same year was 172,885*l.* Since September 30, 1870, the following has been the scale of charges on book packets sent per post to any part of the United Kingdom —

On a book packet or pattern or sample packet :—	
If not exceeding two ounces in weight -	1 <i>d.</i>
If exceeding two ounces in weight, for the first two ounces and for every additional two ounces or fractional part of two ounces -	1 <i>d.</i>

The rates of charge to continental countries is generally about double the above.

BORDEAUX. Consul Hunt in his Report on the Trade of France, of December 15, 1873, states that Bordeaux has an eighteenth part of the

French Import Trade, and a sixteenth of the whole British Trade with France. The total laden tonnage of the arrivals at and departures from this port, under all flags, in 1872, amounted to 1,089,950 tons.

BOSPHORUS. [CONSTANTINOPLE.]

BOSTON. The rocks in the main channel near Fort Warren, have been removed to the depth of 23 feet at low water, and these and other operations have rendered this harbour one of the most secure on the coast.

The value of the imports into Boston in 1872 was 72,022,362 dollars, and that of the exports 23,582,165 dollars, but owing to various causes which have crippled its trade, among the rest the high protective tariff, the imports of Boston fell in value to 49,780,806 dollars in 1874, the exports amounting to 29,053,875 dollars. (Consular Reports for 1868, 1872, and 1874.)

BOULOGNE. The total value of the imports into Boulogne in 1871 are stated by Vice-Consul Stigand at 11,762,501*l.*; but the imports of 1873, as contrasted with 1872, show a falling off. The value of the exports in 1871 was 12,709,675*l.*, as against 19,000,000*l.* in 1872. The chief imports were raw and waste silk, wool, silk and woollen tissues, ore, coal, jute, indigo, wrought iron machines, and fresh fish. The chief exports were silk, woollen, and cotton tissues, manufactures of

skin and leather, haberdashery, wine, eggs, tools and metal work, clocks, artificial flowers, perfumery, poultry, and vegetables. Boulogne continues to be the chief port in France for the exportation and importation of bullion, and now ranks as the third for values of general imports and exports. The quantity of British shipping frequenting the port in 1873 showed, as contrasted with 1872, nearly 50 per cent. increase in number, and over 100 per cent. in tonnage.

BRAZIL. In this Dictionary or Supplement will be found articles on the undermentioned Brazilian ports; viz. **BAHIA**, **PARA**, **PERNAMBUCO**, and **RIO DE JANEIRO**. [**SLAVES AND SLAVE TRADE.**]

BREMEN. In Consul Ward's report on the trade of this port for 1874, though he cannot give the statistics for that period, he shows that the weight of the imports has gradually increased from 15,642,178 centners in 1862, valued at 222,538,581 marks, to 30,237,768 centners in 1873, valued at 530,663,724 marks, or 26,270,500*l.* And of the total arrivals in 1874, viz. 3,407 ships of 990,101 tons, 418 ships of 153,713 tons were British. The value of the imports from Great Britain has increased from 2,804,120*l.* in 1867, to 4,196,700*l.* in 1873, and that of the exports to Great Britain from 836,062*l.* in 1867, to 1,052,410*l.* in 1873. The population of Bremen in 1873 was 88,146, as against 69,269 in 1863.

BREWERS. [**ALE AND BEER.**]

BRICKS AND TILES. [**FACTORIES.**]

BRINDISI. The British flag continues to figure largely in the shipping returns of this port, owing to the Indian mail service. In 1874, of 740 vessels of 357,839 tons which entered the port with cargoes, 143 vessels of 158,377 tons were British. 12,559 travellers landed and embarked here in 1874, on their way to or from the East. The port is perfectly safe and convenient. [Consul Grant's Reports for 1874.]

BRISTOL. For an account of the harbour, docks &c., of this port, see the article Docks in this Dictionary, sub-head *Bristol Docks*, &c.

The value of the exports of the produce of the United Kingdom from this port in 1874, was 549,535*l.*, while in 1869 it amounted to 347,972*l.* The chief articles of foreign and colonial produce imported into Bristol are corn, sugar, rum, brandy, and other spirits, tobacco, &c., and among English ports it ranks, as to such imports, next after London and Liverpool. The total number of vessels entered at the port of Bristol from Foreign Countries, British Possessions, and Coastwise, in 1874 was 10,024, of 1,081,139 tons, while in 1869 there were 8,139, of 882,900 tons. The total number cleared were 9,619, of 1,099,871 tons, in 1874, as compared with 4,489, of 497,062 tons, in 1869. The customs collected in 1874 amounted to 737,835*l.*, and in the previous year to 939,559*l.*, the decrease being attributable to the abolition of the sugar duties.

BROKERS. The brokers of the City of London are, by 33 & 34 Vict. c. 60, relieved from the supervision of the Court of Mayor and Aldermen of the City of London, though the Act reserves the right of the Court to require brokers to be admitted and to receive from them the usual annual payments of 40*s.* and 3*d.* Any brokers committing fraud are to be disqualified from acting in that capacity.

The penny stamp duty on contract notes for the sale or purchase of any stock or marketable security of the value of 5*l.* and upwards, may, under the Stamp Act of 1870, be denoted by an adhesive stamp, to be cancelled by the person who first signs the note.

BRONZE. [**COIN.**]

BUCKWHEAT AND MEAL. Customs duty on, repealed, 1869.

BUDA PESTH. [**AUSTRIA.**]

BULLION. [**GOLD AND PRECIOUS METALS.**]

BURMAH, BRITISH. See **EAST INDIES.**

BUTTER. The value of the butter imported into the United Kingdom, chiefly from France, Holland, Denmark, and Germany was 9,050,025*l.* in 1874, as against 6,955,264*l.* in 1873, which did not much exceed the average of the previous five years. The value of the butter exported from the United Kingdom in 1874 was 259,331*l.*

CABLES, CHAIN. [**ANCHORS.**]

CALCUTTA. [**EAST INDIES.**]

CALIFORNIA. [**SAN FRANCISCO.**]

CANADA. [**COLONIES; HUDSON'S BAY COMPANY, in this Supplement. See also articles HALLFAX and QUEBEC, in the Dictionary, ed. 1869.**]

CANAL. [**SUEZ CANAL.**]

CANALS. Differences between railway companies and canal companies may be referred to the arbitration of commissioners appointed under 36 & 37 Vict. c. 48, and 37 & 38 Vict. c. 40. Under 36 & 37 Vict. c. 48, each railway and canal company is bound under penalty of 5*l.* to publish at each station or wharf its rates for the carriage of traffic from such station or wharf to any place to which they book, with relative tables of distances. No agreement between railway and canal companies, by which the former shall have any control over the traffic or tolls on any canal, shall be valid without the sanction of these Railway commissioners. Every railway company owning or managing any canals or parts thereof shall be bound to maintain it thoroughly repaired and dredged, and supplied with water for the use of all desirous to navigate the same.

CAOUTCHOUC. The value of this article imported into the United Kingdom, chiefly from Brazil, in 1874 was 1,326,605*l.*, as against 1,746,095*l.* in the previous year, the quantity in 1874 being 129,163 cwts., and in 1873, 157,436 cwts.

CARDIFF. For an account of Cardiff and its docks, see the article Docks in this Dictionary. Sub-head *Cardiff*. [**IMPORTS AND EXPORTS.**]

The value of the exports of the produce of the United Kingdom from this port in 1874 was 5,025,641*l.*, as compared with 3,171,233*l.* in 1869, showing a further step in the rapid rise of Cardiff.

CARDS or PLAYING CARDS. 33 & 34 Vict. c. 32 abolishes the duty of 2*s.* 6*d.* on a license for any person to sell playing cards, not being the maker thereof.

CARRIAGES. The 32 & 33 Vict. c. 14 abolished (from January 1, 1870): 1. The duties upon licenses to keep, use, and let to hire hackney carriages in the metropolis, and the weekly duties payable in respect of them; and 2. the duties upon licenses to keep, use, and employ stage carriages in Great Britain, and also the mileage duty in respect of the same, and imposed the following duties:—

	£	s.	d.
For every male servant	-	-	0 15 0
For every carriage—			
If such carriage shall have four or more wheels, and shall be of the weight of four hundredweight or upwards	-	-	2 2 0
If such carriage shall have less than four wheels, or, having four or more wheels, shall be of a less weight than four hundredweight	-	-	0 15 0
For every horse or mule	-	-	0 10 6
For armorial bearings—			
If such armorial bearings shall be painted, marked, or affixed on or to any carriage	-	-	2 2 0
If such armorial bearings shall not be so painted, marked, or affixed, but shall be otherwise worn or used	-	-	1 1 0
For every horse-dealer	-	-	12 10 0

But the duties on licenses for horses and horse-dealers were repealed in 1874.

The value of the railway carriages exported

from the United Kingdom in 1873 was 185,953*l*., and that of railway waggons, trucks, &c., was 230,143*l*., and the value of the whole exported in 1874 was 366,729*l*. [HACKNEY CARRIAGES.]

CASSAVA POWDER. Customs' duty on, repealed, 1869.

CATTLE AND SHEEP. An Act passed in 1869 (32 & 33 Vict. c. 70) consolidates, amends, and makes perpetual the Acts for preventing the introduction or spreading of contagious or infectious diseases among cattle and other animals in Great Britain. It is divided into 10 parts: the 1st preliminary, the 2nd referring to local authorities, the 3rd to the import of foreign animals, the 4th to the discovery and prevention of disease, the 5th to slaughter of cattle &c. in cattle plague, and compensation to be awarded to the owners, the 6th to Orders in Council &c., the 7th to the acquisition &c. of land for the burying or slaughtering of animals &c., the 8th to the expenses of local authorities, the 9th to offences and legal proceedings, and the 10th to Scotland; and appended to the Act are 9 Schedules, chiefly containing regulations; the 5th stating the maximum tolls, dues, and payments in the Metropolitan market after the opening of the Foreign Cattle market; viz.

Sheep	-	-	-	4	per head
Beasts	-	-	-	6	"
Calves	-	-	-	7	"
Pigs	-	-	-	1½	"

An Order in Council of August 10, 1869, applicable to the Metropolis, revoked all previous orders on the subject of contagious and infectious diseases of cattle, and regulated the import of cattle into the port of London, the moving of cattle, and their sale, exhibition, slaughter, &c.

Another Order in Council of June 5, 1875, revokes all former orders relative to contagious or infectious diseases among animals in Great Britain (except orders relating to particular parts), and makes provision for the discovery and prevention of disease, for cleansing and disinfection, for the destruction of carcasses, for the prevention of the spreading of such diseases as pleuropneumonia, foot and mouth disease, sheep scab, glanders, and farcy, for the transit of animals by sea, railway, &c.

By the Cattle Diseases (Ireland) Amendment Act of 1870 the Lord-Lieutenant is empowered to issue such orders as he may think expedient for insuring cattle, sheep, swine, or other animals on board ship a proper supply of food and water, for protecting them from unnecessary suffering by sea or inland transit, for prohibiting or regulating the removal of animals alive or dead, and for cleaning and disinfecting yards, sheds, stables, &c., for regulating the disposal of animals dying of a contagious or infectious disease, for requiring notice of the appearance of any such disease among such animals, and for prohibiting or regulating the holding of markets, fairs, exhibitions, or sales of animals.

In 1874 there were imported into the United Kingdom 193,862 cattle, valued at 3,296,460*l*., and 758,915 sheep and lambs, valued at 1,610,353*l*.

CEYLON. [COLONIES.]

CHARTER PARTY. Clauses 66-68 of the Stamp Act of 1870 enact that the duty on a charter party may be denoted by an adhesive stamp to be cancelled by the person last signing it, and that when a charter party is first executed abroad, an adhesive stamp of the proper amount may be affixed to it within ten days after its arrival and before its execution in the United Kingdom, and that an

impressed stamp may be affixed to charter parties not duly stamped within seven days after execution on payment of duty and 4*s*. 6*d*. penalty, or after seven days but within a month on payment of duty and a 10*l*. penalty.

CHEESE. The quantity of cheese imported into the United Kingdom in 1874 was 1,485,265 cwt., of the value of 4,483,927*l*., the increase of import having been steadily progressive for many years: thus in 1860 the value of the cheese imported was but 1,597,569*l*., in 1865 it was 2,463,299*l*., and in 1870 3,274,331*l*.

The chief sources of these supplies are Holland and North America.

CHEMICAL PRODUCTS. The value of the chemical products or preparations exported from the United Kingdom in 1874 was 2,143,049*l*., as against 1,754,797*l*. in 1873.

CHERRIES. The duty on dried cherries fixed, in 1870 at 4*s*. 8*d*. per cwt., was abolished in 1874.

CHICORY. On the reduction, on May 1, 1872, of the customs duties on raw coffee to 14*s*. per cwt. or 1½*d*. per lb., and on kiln-dried to 2*d*. per lb., a corresponding reduction was made in the duties on chicory—these being fixed at 13*s*. 3*d*. per cwt. for raw or kiln-dried, and 2*d*. per lb. on roasted or ground.

The excise duty was at the same time reduced to 12*s*. 1*d*. per cwt. on all chicory or other vegetable matter grown in the United Kingdom and applicable to the uses of chicory or coffee. The duty on chicory or coffee imported into the Isle of Man is fixed by the Customs Act of 1874 at 1*d*. per lb. The quantity of chicory imported (chiefly from Belgium) into the United Kingdom was 122,707 cwts. in 1874, and 84,002 cwts. in 1869. (See **COFFEE**.)

CHILE. See **VALPARAISO** in Dictionary.

CHINA. The following tables are extracted from the various Chinese Consular Reports for 1873. See also articles **AMOI**, **CANTON**, **FOOCHOW**, **HONG KONG**, **MACAO**, **NINGPO**, **SHANGHAI**, &c. in this Dictionary.

Account of the Shipping at the following Chinese Ports in 1873.

Ports	Nationality	Number of Vessels		Tonnage	Value of Cargoes
		Entered & Cleared	Tons		
Amoy	British	616	511,759	2,301,193	
	Foreign	588	190,551	1,389,473	
Canton	British	1,291	541,792	6,578,423	
	Foreign	219	111,357	899,536	
Chefoo	British	488	215,160	1,211,427	
	Foreign	731	325,410	1,199,617	
Hankow	British	524	168,150		
	Foreign	542	549,434		
Kewkiang	British	284	262,508	1,101,060	
	Foreign	727	647,592	2,551,495	
Newchang	British	142	52,510		
	Foreign	374	95,014	1,501,666	
Swatow	British	563	299,698	2,114,050	
	Foreign	374	168,587	2,049,594	
Tientsin	British	236	103,865		
	Foreign	349	164,358		

See also **SHANGHAI**.

The following table exhibits the value of the total British imports from, and total British exports to China (exclusive of Hong-Kong) in each year, from 1868 to 1874 both inclusive:—

Years	Total Value of Imports from China	Total Value of Exports to China
1868	£ 11,471,563	£ 6,421,957
1869	9,814,388	6,985,553
1870	9,624,557	6,363,391
1871	11,949,441	6,795,924
1872	15,454,326	6,870,418
1873	12,820,460	5,017,334
1874	11,190,903	4,852,904

CHINA WARE. See **EARTHEN AND CHINA WARE**.

CHLORAL HYDRATE. See CUSTOMS TARIFF.

CHLOROFORM. See CUSTOMS TARIFF.

CHOCOLATE. [COCOA; LICENSES; TEA.]

CHRISTIANIA. The shipping of Norway has materially increased of late years. Her average annual export of timber from 1862 to 1872 was 881,500 tons, while in 1873 it reached 1,250,000 tons.

The herring fishery has of late years become comparatively insignificant, and Consul-General Sir John Crowe, in his Report of Nov. 26, 1874 on the commerce of Norway, estimated the total value of the cod and other fisheries at 2,700,000*l.* for 1873.

CIDER. [ALE and BEER.]

COALS. The quantities and values of the coals, cinders, and fuel exported from the United Kingdom in the last five years were as follow:—

Years	Cwts.	£
1870	11,509,649	5,638,371
1871	12,717,989	6,246,133
1872	13,198,494	10,442,321
1873	12,617,566	13,188,511
1874	13,927,205	11,984,621

In the Reports of the Coal Commissioners, vol. i., presented to Parliament in 1871, the estimated aggregate available quantity of coal in the ascertained coal fields of the United Kingdom is stated at 90,207 millions of tons, and the probable quantity in addition existing at workable depths, at 56,273 millions of tons, making together 146,480 millions of tons, calculated to last about 360 years.

COASTING TRADE. The Merchant Shipping (Colonial) Act of 1869 (32 Vict. c. 11) places, subject to certain conditions, the regulation of the coasting trade of our colonial possessions under their respective Legislatures, and empowers them to grant, after due examination, certificates of qualification to persons intending to act as masters, mates, or engineers on board British ships.

COCOA. In 1873 there were imported into

the United Kingdom 19,370,625 lbs. of cocoa of the value of 599,432*l.*; and in 1874, 17,909,478 lbs. of the value of 531,892*l.*, chiefly from the British West Indies, Ecuador, France, New Granada, and Brazil. [LICENSES; TEA.]

COD. [FISH.]

COFFEE. The customs duty on raw coffee imported into the United Kingdom, was reduced from May 1, 1872, to 1*s.* per cwt. or 1*d.* per lb., and that on kiln-dried, roasted or ground, to 2*d.* per lb.; and a corresponding reduction was made on chicory. The excise duty was at the same time reduced to 12*s.* 1*d.* per cwt. on all chicory or other vegetable matter grown in the United Kingdom applicable to the uses of chicory or coffee.

The duty on coffee or chicory imported into the Isle of Man was fixed by Customs' Act of 1874 at 1*d.* per lb.

In 1873 there were imported into the United Kingdom 183,402,583 lbs. of coffee of the value of 7,230,351*l.*; and in 1874, 157,433,381 lbs. were imported, chiefly from Ceylon, British India, and Brazil, of the value of 7,064,788*l.* On the other hand, our exports of coffee in 1874 amounted to 120,935,793 lbs., valued at 5,233,684*l.* [CHICORY; LICENSES; TEA.]

COINS. By Order in Council of August 7, 1869, gold coins made at the branch Mint of Melbourne, Victoria, were declared legal tender in all parts of the empire.

Considerable discussion was excited by the proposal of Mr. Lowe (when Chancellor of the Exchequer) to levy seigniorage on our gold coinage by giving in return for every 123-274 grains of bullion delivered at the Mint a sovereign of the reduced weight of 122-274 grains. As the views of the author of the Commercial Dictionary on the subject of seigniorage are given in the article on COINS, p. 332, edition 1869, they need not be repeated here.

Appended to the Coinage Act of 1870 is the following schedule, exhibiting the standard weight and fineness of the undermentioned gold, silver, and bronze coins.

Denomination of Coin	Standard Weight		Least Current Weight		Standard Fineness	Remedy Allowance		
	Imperial Weight	Metric Weight	Imperial Weight	Metric Weight		Weight per piece		Millimal Fineness
						Imperial	Metric	
GOLD:								
Five pound -	-	616-37239	grains.	grams.	Eleven-twelfths fine gold, one-twelfth alloy; or millimal fineness 916-66	grains.	grams.	0-002
Two pound -	-	246-54895	612-50000	39-64935		1-00000	0-06479	
Sovereign -	-	123-27447	7-98805	15-87574		0-40000	0-02592	
Half sovereign -	-	61-63723	3-99402	7-93787		0-20000	0-01296	
SILVER:								
Crown -	-	456-56563	28-27590	..	Thirty-seven-fortieths fine silver; or millimal fineness 925	1-81818	0-11781	0-00
Half crown -	-	228-28281	14-13795	..		0-90909	0-05890	
Florin -	-	114-14141	7-10398	..		0-45455	0-02945	
Shilling -	-	87-27272	5-65518	..		0-22727	0-01473	
Sixpence -	-	43-63636	2-82759	..		0-11364	0-00737	
Great or fourpence -	-	21-81818	1-41379	..		0-05682	0-00368	
Threepence -	-	10-90909	0-70689	..		0-02841	0-00184	
Twopence -	-	5-45455	0-35345	..		0-01420	0-00092	
Penny -	-	2-72727	0-17672	..		0-00710	0-00046	
BRONZE:								
Penny -	-	145-83333	9-44994	..	Mixed metal, copper, tin, and zinc	2-91666	0-18899	None
Halfpenny -	-	87-50000	5-66990	..		1-75000	0-11339	
Farthing -	-	43-75000	2-83495	..		0-87500	0-05669	

The weight and fineness of the coins specified in this schedule are according to what is provided by the Act 56 George III. c. 68, that the gold coin of the United Kingdom of Great Britain and Ireland should hold such weight and fineness as were prescribed in the then existing mint indenture (that is to say), that there should be 934 sovereigns and one ten-shilling piece contained in twenty pounds weight troy of standard gold, of the fineness at the trial of the same of twenty-two carats fine gold and two carats of alloy in the pound weight troy; and further, as regards

silver coin, that there should be 66*s.* in every pound troy of standard silver of the fineness of eleven ounces two pennyweights of fine silver and eighteen pennyweights of alloy in every pound weight troy.

The same Act defines legal tender, prohibits the use or issue of coin other than that made at the Mint, and the defacing of coin, &c., provides for the coining of gold bullion taken to the Mint, the purchase of bullion for the supplies of coin, vests in her Majesty and the Privy Council the power of settling by proclamation the dimensions,

COLLISION

design, denominations, &c., of coin, and of giving currency to foreign coins, and of establishing branches of the Mint in any British possession. It also provides for an annual trial of the pyx, gives the Treasury the power of fixing the number and duties of the officers, and the regulation of the general management of the Mint, vests the office of Master of the Mint in the Chancellor of the Exchequer, and entrusts the custody of standard trial plates and standard weights for coin to the standard department of the Board of Trade. Consequent on this Act the Board of Trade issued regulations in 1871 for comparison and verification of standard weights for coin in the Standard branch of that office. [GOLD.]

From a detailed statement given in the Report of the Deputy Master of the Mint for 1874 we are enabled to extract the following contrast of the average values of the gold, silver, and copper coinages during the two decades 1825 to 1834, and 1865 to 1874 :—

Years	Gold	Silver	Copper (Bronze)	Total
Average of 10 years—1825 to 1834	£ 2,446,104	£ 165,062	£ 9,879	£ 2,620,955
Average of 10 years—1865 to 1874	£ 4,930,689	£ 585,120	£ 37,816	£ 5,550,625

showing an increase of coinage in the latter period over the former of 101 per cent. of gold, 252 per cent. of silver, and 286 per cent. of copper.

By Act of Congress of April 1, 1873, of the United States, which adopted gold as the sole standard of value, the duty or seignorage of $\frac{1}{2}$ per cent. is abolished on the coinage of both gold and silver.

COLLISION. The County Courts Admiralty jurisdiction is extended by 32 & 33 Vict. c. 51 to all claims not exceeding 300*l.* each on account of damage to ships, whether by collision or otherwise. It is enacted by the Merchant Shipping Act of 1871 that in every case of collision it shall be the duty of the master of each vessel to give the other the name of his vessel and her port of registry or of the port to which she belongs, and also the names of the ports from and to which she is bound—and failure to do this shall involve the same consequences as failure to assist the other vessel or master, crew or passengers thereof—and by Act of 1873, 36 & 37 Vict. c. 85, it is provided that on any failure to do so without reasonable cause, and to render assistance, the collision shall, in absence of proof of the contrary, be deemed to have been caused by wrongful act, neglect or default of the person so failing.

The following special regulations for preventing collisions in the sea channels leading to the river Mersey are embodied in the 37 & 38 Vict. c. 52, which came into operation on Nov. 1, 1874 :—

1. Every steam-ship, and every vessel in tow of any steam-ship, when navigating in the sea channels or approaches to the River Mersey, between the Rock Lighthouse and the furthest point seawards to which such sea channels or approaches respectively are for the time being buoyed on both sides, shall, whenever it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such steam-ship or vessel in tow.

2. Every ship at anchor in the said sea channels or approaches, within the limits aforesaid, shall carry the single white light prescribed

COLONIES AND DEPENDENCIES 19

by Article 7 of the General Regulations for preventing Collisions at Sea, made under the authority of the 'Merchant Shipping Acts Amendment Act, 1862,' at a height not exceeding twenty feet above the hull, suspended from the forestay, or otherwise near the bow of the ship where it can be best seen; and, in addition to the said light, all ships having two or more masts shall exhibit another similar white light, at double the height of the bow light, at the main or mizen-peak, or the boom topping lift, or other position near the stern where it can be best seen.

The risks incurred in crossing the Atlantic are thus referred to in Consul-General Archibald's Report on the Commerce of New York for 1874 :—

'The danger of collisions at sea, not only between steam-ships, but between steam-ships and sailing vessels, when passing in opposite directions, has received some melancholy illustrations during the past year or two, and public attention has been directed to the importance of devising some means for diminishing the risks of collision. It has been suggested that all steamers going to Europe might be restricted to a certain belt of the ocean, and those coming to America to another belt, and that thus the danger of collision might be greatly diminished.

'The Cunard Steam Ship Company first established regulations, which have since been adopted by other Companies, for the routes of their ships, varying in some degree with the seasons of the year. The dangers of collision, however, cannot be greatly decreased until international rules and regulations governing the matter shall have been adopted.'

COLLODION. See CUSTOMS TARIFF.

COLOGNE WATER. [SPIRITS.]

COLONIES AND DEPENDENCIES. The Canada Rupert's Land Loan Act of 1869 guarantees a loan of 300,000*l.* by the Canadian Government for payment to the Hudson's Bay Company of the price of the surrender of Rupert's Land to the Canadian Dominion.

The Merchant Shipping Colonial Act of 1869 gives power to Colonial Legislatures to regulate their coasting trade, and to grant, after examination, certificates of qualification to persons intending to act as masters, mates, or engineers in British ships.

310,612 persons emigrated from the United Kingdom in 1873, of whom 233,073 went to the United States, 37,208 to our North American colonies, and 26,428 to the Australian colonies and New Zealand. Of the total emigrants 123,343 were English, 21,310 Scotch, 83,692 Irish, and 72,198 foreigners, and 10,069 not distinguished.

In 1874, 241,014 emigrated, of whom 25,450 went to British North America and 148,161 to the United States, 53,958 to the Australian colonies and New Zealand.

The federation and general government of the Leeward Islands, viz. Antigua, Montserrat, St. Christopher, Nevis, and Dominica, are provided for by Act of 1871, 34 & 35 Vict. c. 107, which declares that these islands shall form one colony.

The powers of the Commissioners for the sale of encumbered estates in the West Indies were continued by 35 Vict. c. 9. Under 36 Vict. c. 6 the Turks and Caicos Island may under Order in Council, be annexed to the colony of Jamaica.

The Australian Colonial Legislatures are empowered to make laws with respect to the remission or imposition of import duties on the produce or manufacture of, or imported from, any of the said colonies or New Zealand which may enter into agreement on the subject. (36 Vict. c. 22.)

The Imperial Treasury is authorised by 36

Vict. c. 45 to guarantee the payment of a portion of a loan to be raised by the Government of Canada for the construction of the Pacific Railway to connect the seaboard of British Columbia with the railway system of Canada.

The Public Works Loan Commissioners are authorised by 37 & 38 Vict. c. 24 to lend money for the improvement of the harbour of Colombo in Ceylon.

I.—Statement of the Value of the Total Exports, including Bullion and Specie, from each of the Colonies and Dependencies undermentioned, in each of the 3 Years ending with 1872, and of the Value of the Exports from each to the United Kingdom in the same Years.

Possessions.	Value of Total Exports from Colonies, &c., including Bullion and Specie.			Value of Exports from Colonies, &c., to the United Kingdom, including Bullion and Specie.		
	1870	1871	1872	1870	1871	1872
India - - - -	£ 53,513,728	£ 57,552,530	£ 64,661,940	£ 27,798,698	£ 32,085,883	£ 35,080,522
Straits Settlements - - -	8,709,295	9,416,612	11,292,007	1,737,294	2,119,732	2,474,433
Ceylon - - - -	3,805,731	3,634,851	5,139,090	2,907,146	2,633,169	2,139,690
Mauritius - - - -	2,086,571	3,130,529	3,245,101	547,583	1,010,194	1,266,772
Labuan - - - -	61,218	118,962	154,384	..	..	..
Australia.—						
New South Wales - - -	8,822,765	7,781,766	8,005,571	2,492,640	4,378,281	4,926,728
Victoria - - - -	12,470,711	14,337,870	13,871,195	6,205,455	8,529,603	8,216,074
South Australia - - -	2,419,489	3,082,597	3,738,623	1,136,463	1,626,739	2,103,251
Western Australia - - -	200,985	199,281	299,197	99,583	109,709	145,827
Tasmania - - - -	648,709	740,038	910,663	255,300	337,506	462,486
New Zealand - - - -	4,822,736	5,289,084	5,190,665	2,188,916	2,797,831	3,259,566
Queensland - - - -	2,006,635	2,434,486	2,658,026	667,099	737,031	847,541
Total of Australia - - -	28,421,555	34,581,472	31,560,940	13,343,556	18,486,702	20,051,473
Falkland Isles - - - -	19,894	24,692	31,435	Not stated.	23,544	Not stated.
Natal - - - -	382,979	562,109	622,797	260,486	338,593	465,897
Cape of Good Hope - - -	2,605,211	3,285,996	4,829,589	2,125,061	2,724,716	3,504,437
St. Helena - - - -	27,485	22,617	41,487	2,324	6,630	5,467
Lagos - - - -	515,566	589,262	444,848	298,939	357,259	247,961
Gold Coast - - - -	378,259	295,208	191,764	155,425	..	..
Sierra Leone - - - -	291,654	327,7	358,636	44,002	76,297	78,604
Gambia - - - -	142,517	5,101	127,226	22,183	24,505	19,230
North America.—						
Ontario and Quebec - - -	11,984,979	11,342,177	11,779,706	4,115,798	3,959,056	4,627,009
New Brunswick - - - -	1,104,254	1,149,69	1,191,611	120,256	452,124	492,552
Nova Scotia - - - -	1,209,045	1,357,13	1,570,500	82,484	85,033	88,531
Prince Edward Island - - -	352,841	270,128	..	120,781	77,587	..
British Columbia - - -	106,655	..	598,556	32,688	..	46,863
Vancouver's Island - - -	..	..	..	..	..	..
Newfoundland - - - -	1,297,974	1,310,812	1,188,959	427,694	417,711	362,940
Total of North America - -	16,056,508	..	..	4,989,701	..	..
Bermuda - - - -	56,757	48,406	66,877	..	..	..
Honduras - - - -	171,988	207,872	203,560	79,925	116,119	105,898
West India Islands.—						
Bahamas - - - -	190,253	122,410	156,224	47,886	62,974	56,645
Turk's Island - - - -	18,855	21,305	31,629	..	..	..
Jamaica - - - -	1,285,036	1,248,689	1,418,414	1,016,289	1,029,835	1,152,784
Windward Islands:—						
St. Lucia - - - -	147,172	171,461	184,622	135,247	150,551	173,121
St. Vincent - - - -	221,140	255,977	219,299	219,875	239,739	220,559
Barbadoes - - - -	975,020	1,298,546	1,021,444	544,455	609,870	470,326
Grenada - - - -	127,184	155,221	145,427	114,134	132,380	126,232
Tobago - - - -	..	95,028	89,591	79,567	92,138	79,568
Leeward Islands:—						
Virgin Islands - - - -	6,808	6,267	..	..	..	..
St. Christopher - - - -	274,080	283,286	145,665	250,628	258,051	120,042
Nevis - - - -	64,119	76,540	59,938	47,607	50,972	26,312
Antigua - - - -	254,012	247,650	155,195	215,651	207,853	128,257
Montserrat - - - -	29,191	37,069	29,736	26,292	32,228	27,818
Dominica - - - -	62,447	54,957	80,665	56,403	49,940	36,606
Trinidad - - - -	1,277,574	1,497,557	1,459,905	1,032,608	1,217,182	1,125,313
Total of West India Islands -	4,991,507	5,600,889	..	3,748,364	4,114,671	..
British Guiana - - - -	2,585,422	2,748,720	2,462,704	1,388,314	1,266,426	1,289,284
Gibraltar - - - -	..	..	..	..	..	..
Malta - - - -	3,677,694	7,413,513	8,402,326	2,090,266	4,672,997	6,198,517

II.—Account of the Value of the Total Imports, including Bullion and Specie, into each of the British Colonies and Dependencies undermentioned, in each of the 3 Years ending with 1872, and Value of the Imports into each from the United Kingdom in the same Years.

Possessions.	Value of Total Imports into Colonies, &c., including Bullion and Specie.			Value of Imports into Colonies, &c., from United Kingdom, including Bullion and Specie.		
	1870	1871	1872	1870	1871	1872
India - - - -	£ 46,882,226	£ 38,859,728	£ 48,657,560	£ 50,357,055	£ 28,849,903	£ 32,730,458
Straits Settlements - - -	9,975,400	10,161,563	11,436,254	2,248,984	1,374,106	2,356,595
Ceylon - - - -	4,634,297	4,797,952	5,169,594	1,531,491	1,462,050	1,489,559
Mauritius - - - -	2,070,158	2,041,246	2,677,975	545,752	555,216	645,330
Labuan - - - -	125,83	131,223	129,269	950	..	..

Value of Imports into Colonies—continued.

Possessions	Value of Total Imports into Colonies, &c., including Bullion and Specie.			Value of Imports into Colonies, &c., from United Kingdom, including Bullion and Specie.		
	1870	1871	1872	1870	1871	1872
Australia:—	£	£	£	£	£	£
New South Wales - - -	7,913,991	8,981,819	8,387,030	3,200,706	3,252,617	3,728,457
Victoria - - -	12,155,738	12,511,995	13,091,522	6,196,805	4,992,613	6,822,136
South Australia - - -	2,029,794	2,158,023	2,801,572	1,196,393	1,185,748	1,600,480
Western Australia - - -	213,259	188,011	226,656	102,579	101,626	115,356
Tasmania - - -	792,911	778,087	807,182	27,599	27,797	309,199
New Zealand - - -	4,639,015	4,079,193	5,119,951	2,687,786	1,808,656	2,685,160
Queensland - - -	1,536,799	1,539,968	2,172,590	436,156	391,793	474,845
Total of Australia - - -	28,880,832	30,075,496	33,432,303	14,102,897	12,006,120	15,535,633
Falkland Isles - - -	20,596	23,715	24,141	Not stated.	21,335	Not stated.
Natal - - -	429,527	472,444	825,252	363,099	403,308	717,851
Cape of Good Hope - - -	2,502,013	3,107,838	6,189,213	1,936,303	2,580,365	5,442,439
St. Helena - - -	81,781	85,291	27,959	83,220	31,819	32,192
Lagos - - -	400,558	391,653	366,256	272,685	299,570	267,275
Gold Coast - - -	253,598	250,672	..	156,065	171,978	..
Sierra Leone - - -	280,854	305,850	411,936	212,024	215,034	332,518
Gambia - - -	91,596	102,066	123,088	45,461	39,753	43,100
North America:—						
Ontario and Quebec - - -	11,811,822	14,402,784	17,628,505	6,295,866	8,119,267	10,414,573
New Brunswick - - -	1,428,010	1,727,557	1,950,969	832,358	1,006,473	1,195,508
Nova Scotia - - -	1,862,666	2,224,696	2,590,361	916,193	1,115,212	1,273,581
Prince Edward Island - - -	585,732	467,361	..	168,589	212,708	..
British Columbia - - -	..	..	372,990	135,731	..	123,509
Vancouver's Island - - -	755,153	..	1,399,181	583,833	474,723	561,389
Newfoundland - - -	1,386,635	1,258,172	..	..	..	..
Total of North America - - -	17,809,998	..	..	8,950,570	..	..
Bermuda - - -	232,388	231,620	267,497	76,919	67,603	83,945
Honduras - - -	184,338	180,663	167,809	131,548	125,580	113,574
West India Islands:—						
Bahamas - - -	283,970	239,190	201,051	55,886	58,681	59,599
Turk's Island - - -	35,745	25,285	31,882	5,397	3,774	3,472
Jamaica - - -	1,300,212	1,331,185	1,559,602	760,431	777,207	932,768
Windward Islands:—						
St. Lucia - - -	106,283	191,381	151,195	40,882	43,745	44,543
St. Vincent - - -	137,474	157,337	156,137	56,175	75,038	75,602
Barbados - - -	1,069,868	1,191,888	1,125,030	413,998	546,396	470,509
Grenada - - -	101,475	132,467	142,456	54,453	68,021	69,309
Tobago - - -	61,448	66,378	55,934	39,028	41,719	57,545
Leeward Islands:—						
Virgin Islands - - -	7,886	4,184	..	..	..	..
St. Christopher - - -	196,031	211,570	187,191	89,000	97,233	87,463
Nevis - - -	54,295	62,065	74,666	15,811	12,540	12,540
Antigua - - -	161,178	175,741	200,757	71,798	77,579	65,751
Montserrat - - -	23,043	27,917	27,668	1,915	3,794	3,263
Dominica - - -	60,378	61,971	64,284	22,506	23,557	22,257
Trinidad - - -	1,012,678	1,218,024	1,253,771	418,512	535,512	659,739
Total of West India Islands - - -	4,647,477	5,015,427	..	2,068,159	2,370,563	..
British Guiana - - -	1,897,098	1,897,181	2,015,503	997,550	1,625,181	1,031,228
Gibraltar - - -	..	..	..	..	..	..
Malta - - -	4,097,269	7,726,514	8,982,370	65,721	61,205	55,814

[See also EAST INDIES.]

COMFITS. The duty on these was fixed in the Tariff of 1870 at 4s. 8d. per cwt., and the duty was abolished in 1874.

COMPANIES. The 32 & 33 Vict. c. 19, passed 1869, regulates partnerships for working mines in the stannaries of Devon and Cornwall. [PARTNERSHIPS; RAILWAYS; STOCKS.] The Joint Stock Companies Arrangement Act of 1870, 33 & 34 Vict. c. 104, empowers the Court of Chancery to order a meeting of the creditors of any joint stock or other company in liquidation, to decide as to any compromise or arrangement that may have been proposed between the company and its creditors.

CONFECTIONERY. The duty on confectionery not otherwise enumerated was set down in the Tariff of 1870 at 4s. 8d. per cwt., but it was abolished in 1871.

CONSTANTINOPLE. The following regulations for the navigation by night of the Straits of the Dardanelles and Bosphorus by merchant-vessels outward bound, were published in the 'London Gazette' in May 1870.

Art. 1. By virtue of an Imperial Iradé, on and after the 1st May next, all merchant-vessels,

whether sailing or steam, national, tributary, or foreign, leaving Constantinople on a voyage to the Black Sea or the Mediterranean, will be allowed to pass through the Straits of the Bosphorus and the Dardanelles at all hours of the night, under the following conditions:—

Art. 2. The above-mentioned vessels, on passing through the Straits, will be required to give up their firmans (*firman de passage*), as is done in the daytime, a night service being established for this purpose.

Art. 3. No vessel will be allowed to pass, whether by day or night, without giving up the firman.

Art. 4. The firmans will henceforth be issued directly by the Office of Firmans at the Sublime Porte, in the case of foreign ships, upon receipt of a written application from the Embassy or Legation to which the vessel belongs, or, in the case of national ships, from the Liman-Odassy.

Art. 5. A sum of sixty-five silver piastres will be charged at the Firman Office for each firman. Ships will have no charge to pay on giving up the firmans at the Straits. Mail steamers will be charged thirty-seven and a half

silver piastres for each firman, without distinction as to flag.

Art. 6. In conformity with the established regulations vessels will not be permitted, between sunset and sunrise, under any consideration whatever, to load or discharge cargo, nor to embark or land passengers, at the port of Constantinople, in the Bosphorus, or along the Straits of the Dardanelles.

The Ottoman Government having declared the passage of the Straits of the Dardanelles and Bosphorus free from December 13, 1871, the following notice of the British Consul-General, embodying the necessary instructions for shipmasters, was published in the 'London Gazette':—

*'British Consulate-General, Constantinople,
December 12, 1871.*

'All vessels may henceforth pass through the Straits of the Bosphorus and Dardanelles at any hour of the day or night.

'To prevent vessels stopping to get their firmans at Constantinople, on their passage down from the Black Sea to the Mediterranean, shipmasters may provide themselves on their arrival from the Mediterranean with the two necessary firmans, i.e., the one for the Bosphorus, and the one for the Dardanelles.

'These firmans must henceforth be delivered by vessels sailing for the Mediterranean on board a ship of war (formerly) stationed at Galata Point, opposite Gallipoli, now (1872) anchored off Lampascus.

'In order that shipmasters may avail themselves of the privilege of not being delayed on their passage home, they must take not only their Bosphorus and Dardanelles firmans at the same time, but must then pay all necessary dues and fees, and take their receipts at Constantinople previous to their passing up to the Black Sea.

'In this way they will avoid the necessity of stopping at the Bosphorus, on their return from the Black Sea, except at Cavak or Buyukdere to take pratique.'

The value of British exports to European Turkey in 1873 was 8,120,246*l.*, and to Asiatic Turkey 5,249,123*l.*, being both almost exclusively the produce and manufactures of the United Kingdom, while the imports into the United Kingdom from European Turkey in the same year were valued at 3,469,777*l.*, and those from Asiatic Turkey at 2,599,148*l.*

CONTRACT NOTES. [BROKERS AND FUNDS.]

CONTRACTS. The Coinage Act of 1870, 33 Vict. c. 10 s. 6, provides as follows:—

Contracts, &c. to be made in currency.—Every contract, sale, payment, bill, note, instrument, and security for money, and every transaction, dealing, matter, and thing whatever relating to money, or involving the payment of or the liability to pay any money, which is made, executed, or entered into, done or had, shall be made, executed, entered into, done and had according to the coins which are current and legal tender in pursuance of this Act, and not otherwise, unless the same be made, executed, entered into, done or had according to the currency of some British possession or some foreign state.

COPPER. The value of the copper imported into the United Kingdom in 1874 was as follows:—

Copper Ore and Regulus	£
Copper Unwrought, and part Wrought, and	1,799,973
Old Copper	3,215,943
	5,015,916

as against 5,071,282*l.* in the previous year. [See PYRITES.]

CUBA

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CORK. See account of its dock in article Docks in the Dictionary, last edition, sub-head *Cork*. The value of the exports from this port in 1874 of the produce of the United Kingdom was only 20,389*l.* Her chief imports were corn, wine, and spirits.

In 1874 there entered this port from foreign countries, British possessions, and coastwise, 2,593 vessels, of 594,187 tons.

In 1871 the population of Cork city was 78,382.

CORN. The customs duties on corn imported into the Isle of Man were repealed by 33 Vict. c. 12.

The total quantity of corn and flour imported into the United Kingdom in 1874 was 92,997,836 cwt., valued at 51,070,102*l.*, and came chiefly from the United States, British North America, Russia, and Germany. In the Agricultural Returns for 1874, it is shown that there were under corn crops in the United Kingdom in that year 11,364,834 statute acres. [GRAIN.]

CORN LAWS AND CORN TRADE. Mr. Lowe (while Chancellor of the Exchequer) carried out his intention referred to under WHEAT, TARIFF, &c. in this Dictionary, and on June 1, 1869, by 32 & 33 Vict. c. 14, the customs' duties ceased on the import of corn, grain, meal and flour, and articles of the like character, viz.,

Wheat, barley, oats, rye, pease, beans, maize or Indian corn, buck wheat, bear or bigg, wheat meal and flour, barley meal, oat meal and groats, rye meal and flour, pea meal, bean meal, maize or Indian corn meal, buckwheat meal, meal not otherwise enumerated or described, arrowroot, barley, pearled, biscuit and bread, cassava powder, macaroni, mandioca flour, manna croup, potato flour, powder, viz. hair, powder perfumed, powder not otherwise enumerated or described, that will serve the same purpose as starch, rice dust and meal, sago, semolina, starch, starch gum of, torrifried or calcined, tapioca, vermicelli.

COTTON. The total quantity of cotton wool imported into the United Kingdom in 1874 was 1,566,864,432 lbs., or 13,989,861 cwt., valued at 50,666,496*l.*, the chief sources of the supplies being the United States, British India, Egypt, and Brazil, and our exports of raw cotton in 1874 were 2,312,211 cwt., valued at 6,833,616*l.*

COTTON MANUFACTURES. The total quantity of cotton yarn exported from the United Kingdom in 1874 was 220,682,919 lbs., of the value of 14,517,425*l.*, and the total quantity of cotton piece goods exported in the same year was 5,606,639,044 yards, of the value of 59,730,200*l.*, showing an increase in quantity, but a decrease in value when compared with the two preceding years 1872 and 1873. The very interesting monthly reports of Messrs. Du Fay and Co. of Manchester afford a great fund of information, *inter alia*, as to the prices of raw cotton, the state of the markets, exports of manufactured cotton goods, their prices, &c. [FACTORIES.]

COUNTY COURTS. [ADMIRALTY.]

CUBA. The following translation of Rules drawn up by the Spanish Government for the guidance of captains and supercargoes of vessels, Spanish or belonging to other nations, engaged in the import trade from foreign ports to the ports of Cuba and Puerto Rico, were published in the 'London Gazette' on Feb. 21, 1873:—

1. The captains of vessels going from foreign ports to those of Cuba and Puerto Rico, shall present to the Spanish Consul or Vice-Consul a loading note (*johordo*), in duplicate and without emendation, setting forth:—

1st. The class, nationality, and name of the vessel, and the exact number of Spanish tons she measures. In the first voyage made by each vessel to those islands, the number of tons she measures according to the building measurement shall be declared, even though those tons be not Spanish; and in following voyages they shall be obliged to show a certificate of the measurement made on first arrival by order of the Administration of Customs for the exaction of tonnage dues.

2nd. The name of the captain or master.

3rd. The port or ports from which they came.

4th. The names of the shippers and of the owners or consignees to whom the cargo is addressed.

5th. The bundles, packages, barrels, boxes, &c., with their corresponding marks and numbers, setting forth in figures and words the number of each kind.

6th. The generic nomenclature of the goods or of the contents of the packages, and their gross weight. The words 'merchandise,' 'victuals,' 'provisions,' or others of the same vague nature, will not be allowed as generic nomenclature.

7th. The same account of goods intended for deposit or transit.

8th. The note shall conclude by stating that the vessel carries no other goods.

2. If the whole or part of the cargo be iron in bars or plates, metals in pigs (*en galdapagos o lingotes*), wood, salt beef (*tasajo*), salt, cocoa, or other effects that go unpacked, they shall be set forth in decimal weight or measure, according to their class, in the aforesaid duplicate loading note.

3. The loading notes shall be certified by the Spanish Consul or Vice-Consul, who shall hand one copy to the captain of the vessel, keeping back the other, which he shall send directly to the '*Intendente*' of the island to which the vessel is going, to serve as a voucher in the examination of the cargo by the respective Custom-house.

4. The captain, on concluding his voyage, shall place a note on his copy of the loading note, stating:—

1st. The goods carried by the crew, and not noted in the document, up to the value of 200 escudos per individual.

2nd. The unconsumed ship's provisions.

3rd. The provisions of war and spare stores, and the coal for the ship's consumption, if she be a steamer.

5. The captain, on arrival at the port of destination, shall, when the health visit is being made, hand the loading note certified by the Consul and the general manifest of the cargo to the Chief of the Custom-house men or of the Coast Guard.

6. Should a vessel sail in ballast, the Captain shall present to the Consul or Vice-Consul a duplicate note stating that fact; and the same form shall be gone through as with the loading note, i.e. the Consul shall certify both documents, handing one copy to the captain, and keeping the other to send to the '*Intendente*' of the island to which the ship is going.

7. Should the captain or supercargo not present the loading or ballast note when the visit is being made, which act will be performed on the vessel's casting anchor in the port of her destination, they shall be subject to a fine of 400 escudos for the want of that document; should the note not contain the Consular certificate or attestation, they shall be fined 200 escudos; and should it not be drawn up according to Rule I. they shall be fined 50 escudos for each circumstance omitted or falsely expressed, in which case the total amount of the fines shall not exceed 400 escudos.

The captain or supercargo who, on being asked

by the Chief of the Coast Guard or his representative, does not present, when the visit is being made, the loading note and manifest of the cargo, shall be liable to a fine of 1,000 escudos, unless accidents at sea shall have obliged him suddenly to come into port, which fact shall be justified by an '*Informacion Sumaria*.'

8. Should emendation or alteration be observed in the said documents, the captains or masters shall be liable to be tried for falsification, and their responsibility shall be the same whether the vessels come in ballast or with cargo.

9. The presentation of the loading note shall be obligatory, and shall take place in all the ports, bays, and anchorage ground of the island to which the vessels may come, even, although by reason of '*force majeure*,' the administrators keeping a copy and returning the original to the captain, that he may hand it over at the port of his destination.

10. The Coast Guard Vessels may demand the loading note of the captain or master within 23 kilometres of the port of destination.

11. The captains themselves are obliged to present to the Spanish Consul or Vice-Consul at the starting-point a note of the approximate value of the cargo, to serve as data for the commercial statistics to be drawn up by those officers.

12. A captain not declaring the exact number of Spanish tons that the vessel measures, shall pay the expenses of measurement, if the excess should turn out to be more than 10 per cent.

13. Captains who, forced by bad weather, or any other fortuitous circumstances, may throw into the sea part of the cargo, shall also note the fact in the manifest, stating, even although *en gros*, the quantities, packages, and class of the goods; and they shall be obliged to make the proper declaration at the Custom-house, and to exhibit the log-book in proof of their assertions.

14. Passengers' luggage shall be presented at the Customs Warehouse for examination. If there should be found, in the same, trade goods up to the value of 200 escudos, they shall pay the tariff duty, in view of the note or minute list which the parties interested shall present to the Administrator of the Custom-house. If the value of the goods should exceed 200 escudos and not exceed 400, they shall pay double duty; but, should they be worth more, they shall be liable to confiscation, except in either case the parties shall have previously presented a note of the goods, for then they shall only be subject to the payment of the consumption dues set forth in the tariff.

15. Any improvement of, addition to, or alteration in the manifest or loading note and the statements to order (*manifestaciones a la orden*) is absolutely prohibited, the differences which may result between (*entre*) those documents being furnished according to the instructions.

16. When cargoes come from a port where there is no Consul nor Vice-Consuls, and those agents reside at a distance exceeding 30 kilometres from the place of embarkation, the captains and supercargoes may be excused from the formality of the loading notes; but in order to enjoy this exemption the cargo must be all of the same nature, and necessarily composed, in its entirety, of any of the following effects: hides, timber, staves for casks, wood for dyeing, coal, or bullocks' horns, with the understanding that those articles be the produce of the country of the national starting-point of the vessel, that the voyage be direct, and that the payment of duty be made for the whole of the goods.

17. All packages omitted from the loading note

or manifest shall be liable to confiscation, and the captain shall also be fined to the amount of the value thereof (*otro tanto de su valor*), if the amount of the duty on the goods does not exceed 800 escudos; for should it exceed that sum, and should the articles belong or be consigned to the owner, captain, or supercargo of the vessel, the fine shall not be levied, and in place thereof the vessel shall be confiscated with her freights and every other profit.

18. If on the conclusion of the unloading of the vessel, any manifested package or packages should be wanting, without due presentation of the invoice of the contents, it shall be understood that the captain or supercargo has committed a fraud against the revenue, and he shall be fined 400 escudos for every package missing.

19. Should the owner or consignee of goods not manifested by the captain, present to the administration within forty-eight hours the invoice thereof, no accusation shall be made against him, and the effects shall be handed over to him, but in such a case the captain or supercargo shall be liable to a fine equal to the total value of the goods or effects not manifested.

20. Without permission of the administrator and examination of the Chief of the Coast Guard nothing can be landed. For the mere fact of landing articles, even if of small importance or free of duty, the captain or supercargo shall pay a fine of 2,000 escudos, and all the effects taken, and the boat carrying them, shall be confiscated if the sum to be paid on such effects does not exceed 400 escudos, for if it exceeds that sum the fine shall not be levied, and the ship shall be confiscated.

21. Nor can effects be transhipped in bay in large or small quantities without the requirements of the instructions; if this be done, the captains or supercargoes shall be liable to the punishments established in those instructions.

22. Should effects of much or little importance be unloaded in a part not habilitated, the vessel bringing them shall be confiscated with all her fittings.

23. If in consequence of the visit (*visita de fondo*) which is made to every vessel before issuing to her the register with which she is to sail, excess should appear in the cargo, the excess shall be confiscated and the captain shall pay a fine equal to the value thereof.

24. Seizures of goods, produce, or effects attempted to be fraudulently embarked are subject to the confiscation and fine mentioned in the previous article.

25. Should captains and supercargoes not have wherewith to pay their fines, the ships they command shall be used for the payment thereof, and of the costs, unless their consignee voluntarily come forward to pay.

26. No translation and despatch of manifest or loading note shall be proceeded to until the captain or consignee of the vessel shall have presented at the Custom-house the corresponding bill of health.

27. The captains or supercargoes of steam mail packets (in which class will be included only those which, besides carrying correspondence with a patent from their Government, have periodically fixed days of sailing from the respective ports) may bring as much as ten tons of cargo without the requirements of the consular certificate, but they are, notwithstanding, obliged to present a manifest of the cargo in the time and form laid down in these rules.

28. Should the cargo brought by steam mail packets exceed ten tons, the presentation of a

loading note registered by the Spanish Consul at the ports from which they come shall be obligatory; and in this case the captains or supercargoes may be permitted to manifest as much as six tons more without the consular requirement; should it exceed this amount the manifest shall be considered as not having been presented, and the proceedings to be adopted shall be in conformity with these rules.

29. The masters of fishing vessels which, coming from the neighbouring coasts, enter with fish (dead or alive) or in ballast the ports of the Antilles, are excused from presenting the consular certificates.

(Signed) MOSQUERA.

Madrid, December 26, 1872.

CURRENTS. The value of the currants imported into the United Kingdom (chiefly from Greece) in 1874 was 1,290,574*l.*, as against 1,275,445*l.* in the previous year, and 852,863*l.* in 1860. The weight of the 1874 crop of currants in Greece is estimated by the agents of Messrs. Fels & Co. at 76,660 tons. See circular of Messrs. Horsley, Keble & Co., of August 3, 1875.

CUSTOMS. The 32 & 33 Vict. c. 103 empowers the Commissioners of Customs to dispense with the attendance of the master of a vessel at the Custom-house to verify the contents of his ship, and to accept a like declaration from any person authorised by the master, in writing under his hand, to make it on his behalf. See **TARIFF** for list of duties abolished and altered.

Sec. 58 of the Stamp Act of 1870, 33 and 34 Vict. c. 97, provides—

*Bonds not to include goods, &c. belonging to more than one person. Penalty 50*l.**—If any person required by any Act of Parliament, or by the direction of the Commissioners of Customs or Inland Revenue, or any of their officers, to give or enter into any bond for or in respect of any duties of customs or excise, or for preventing frauds or evasions thereof, or for any matter or thing relating thereto, includes in one and the same bond any goods or things belonging to more persons than one, not being co-partners or joint tenants, or tenants in common, he shall for every such offence forfeit the sum of 50*l.*

The following definitions of 'Delivery Order,' and 'Warrants for Goods,' are given in secs. 87 and 88 of the same Act:—

Interpretation of Term.—The term *delivery order* means any document or writing entitling, or intended to entitle, any person therein named, or his assigns, or the holder thereof, to the delivery of any goods, wares, or merchandise of the value of 40*s.* or upwards lying in any dock or port, or in any warehouse in which goods are stored or deposited on rent or hire, or upon any wharf, such document or writing being signed by or on behalf of the owner of such goods, wares, or merchandise, upon the sale or transfer of the property therein.

Interpretation of Term.—The term *warrant for goods* means any document or writing, being evidence of the title of any person therein named, or his assigns, or the holder thereof, to the property in any goods, wares, or merchandise lying in any warehouse or dock, or upon any wharf, and signed or certified by or on behalf of the person having the custody of such goods, wares, or merchandise.

The duty on either of these documents (1*d.* in the case of a 'delivery order,' and 3*d.* on a 'warrant for goods') may be denoted by an adhesive stamp, and anyone who makes, executes, or issues, or receives, or uses, either of these documents except duly stamped, shall forfeit 20*l.* (Secs. 89-92.)

By the Customs and Inland Revenue Act of 1870 considerable reductions were effected in the duties on sugar [SUGAR], besides a change in the duty on perfumed spirits and Cologne water [SPIRITS], and certain drawbacks on sugar were authorised by the same Act.

The Customs and Inland Revenue Act of 1871, besides providing for the receipt, payment and accounts of all Customs duties, made certain regulations as to the entry of goods outwards and inwards, shipment of goods, &c., for which see **IMPORTATION AND EXPORTATION**.

Section 5 extended the time for returning duties overpaid to six years.

By Section 8 the forgery of any document affecting the Customs revenue is declared felony.

Section 16 fixed the Customs duty on malt at 24s. per qr.

Section 17 imposed an import duty on any article in the manufacture of which spirit is used equivalent to that chargeable on the like quantity of spirit on its importation into the United Kingdom.

The Customs and Inland Revenue Act of 1872 reduced the duty on coffee to 14s. per cwt.; and on kiln-dried, roasted, or ground coffee to 2d. per lb.; and that on chicory, raw or kiln-dried, to 18s. 3d. per cwt.; and on roasted or ground, 2d. per lb.

The Australian Colonial Legislature have, by 36 Vict. c. 22, power to make laws as to Customs duties on the produce and manufactures imported from any other of the said Colonies or New Zealand.

In 1873 the duties on sugar, articles preserved in sugar, confectionery, &c., were reduced about one-half, and in the following year these duties and the relative drawbacks on refined sugar were abolished.

The following is the existing Customs Tariff of the United Kingdom :—

Statement showing the Import Duties in the United Kingdom, and the Rate of Duty levied upon each Article, distinguishing the Duties levied as ordinary Import Duties, and those levied to counter-vail Excise and other Inland Revenue Duties upon British Productions, according to the Tariff in operation in May 1875.

Articles.	Rates of Duty.
Ordinary Import Duties.	
Cocoa - - - - -	Lb. £ 0 0 1
Husks and Shells - - -	Cwt. 0 2 0
Paste or Chocolate - - -	Lb. 0 0 2
Coffee, Raw - - - - -	Cwt. 0 14 0
Kiln dried, Roasted, or Ground	Lb. 0 0 2
Chicory, and other Substitutes for Chicory or Coffee:	
Raw or Kiln-dried - - -	Cwt. 0 13 3
Roasted or Ground - - -	Lb. 0 0 2
Fruit, Dried:	
Currents, Figs, Fig-cake, Plums not preserved in sugar, Prunes and Raisins - - - - -	Cwt. 0 7 0
Tea - - - - -	Lb. 0 0 6
Tobacco:	
Unmanufactured, Stemmed or Unstemmed, containing in every 100 lbs. weight thereof 10 lbs. or more of moisture	" 0 3 1½
" Containing less than 10 lbs. of moisture	" 0 3 6
Manufactured:	
Cigars - - - - -	" 0 5 0
Cavendish or Negrohead - - -	" 0 4 6
Snuff, containing more than 13lbs in every 100 lbs. not more than 13lbs. of ditto	" 0 3 9
Other manufactured Tobacco and Cavendish or Negrohead Manufactured in Bond from Unmanufactured Tobacco - - -	" 0 4 0
Wine:	
Containing less than 25 degrees of Proof Spirits	Gallon 0 1 0
Containing less than 4½ degrees of Proof Spirits	" 0 2 6
With an additional duty of 3d. per gallon for every degree of strength beyond the highest above specified.	

Articles.	Rates of Duty.
Import Duties to counter-vail Excise Duty upon British Malt.	
Beer and Ale, the Worts of which were, before fermentation, of a specific gravity: Not exceeding 1,063 degrees - - -	Barrel of 36 galls. } 0 8 0
Exceeding 1,063 but not exceeding 1,090 degrees - - -	" 0 11 0
Exceeding 1,090 degrees - - -	" 0 16 0
Beer, Mum - - - - -	" 1 1 0
Beer, Spruce, the Worts of which were, before fermentation, of a specific gravity: Not exceeding 1,190 degrees - - -	" 1 1 0
Exceeding 1,190 degrees - - -	" 1 4 0
Essence of Spruce - - - - -	100/and vi
Malt - - - - -	Quarter 1 4 0
Vinegar - - - - -	Gallon 0 0 3
" Pickles preserved therein - - -	" 0 0 1

Import Duties to counter-vail Excise Duty upon British Spirits.

Articles.	Rates of Duty.
Spirits, not Sweetened or Mixed: Brandy, Geneva, and Unenumerated spirits	Proof gall. £ 0 10 5
Rum and Tafia, from any Foreign Country, being the Country of its production	" 0 10 2
Ditto, not being the Country of its production - - - - -	" 0 10 5
Rum and Spirits, of and from British Possessions - - - - -	" 0 10 2
Sweetened or Mixed: Rum Shrub, Liqueurs, and Cordials, of and from British Possessions	" 0 10 2
Perfumed Spirits and Cologne Water	" 0 16 6
Unenumerated - - - - -	Lb. 0 14 0
Chloroform - - - - -	" 0 3 0
Chloral Hydrate - - - - -	" 0 1 5
Colodion - - - - -	Gallon 1 4 0
Ether - - - - -	" 1 5 0
Ethyl, Iodide of - - - - -	" 0 13 0
Naphtha, or Methyl Alcohol, purified - - -	Proof gall. 0 10 5
Varnish, containing Alcohol - - - - -	Gallon 0 12 0

Import Duties to counter-vail Stamp Duties on British-made Articles.

Articles.	Rates of Duty.
Plate, Gold - - - - -	Oz. £ 0 17 0
" Silver - - - - -	" 0 1 6
Playing Cards - - - - -	Doz. packs. 0 3 9

The total number of articles and subdivisions of articles in the English Tariff of Import Duties was 53 in May 1875, as compared with 397 in 1859 and 1,046 in 1840. [Customs Report, 1875.]

No export duties are levied in the United Kingdom.

For Customs duties in the Isle of Man, fixed by Act of 1874, 37 & 38 Vict. c. 46, see **MAN, ISLE OF**.

By the Customs and Inland Revenue Act of 1875 it is provided that tinctures or medicinal spirits may be warehoused upon drawback by a licensed rectifier or compounder of spirits in any customs or excise warehouses, in the same way as British liqueurs under the 13th sect. of the Customs and Excise Warehousing Act of 1869. [TARIFFS.]

CUTLERY. See **HARDWARE AND CUTLERY**.

DARDANELLES. See **CONSTANTINOPLE**.

DAYS OF GRACE. See **BILLS OF EXCHANGE**.

BANK HOLIDAYS.

DEBENTURE STOCKS. Power is conferred, by 34 & 35 Vict. c. 35, on trustees (executors and administrators) to invest trust funds in Debenture Stocks, as well as in Mortgage Bonds, of a railway, or any other company, unless the contrary is expressed in the instrument creating their power. County authorities are authorised to raise money on the security of county rates by the issue of Debentures (36 & 37 Vict. c. 35). [STOCKS.]

DEBT, imprisonment for, was abolished in England by 32 & 33 Vict. c. 62, and in Ireland by 35 & 36 Vict. c. 57, except in the case of fraud or contempt of court.

See also 32 & 33 Vict. c. 83 for winding up the business of the late Insolvent Debtors' Court.

The provisions of the Bankruptcy Act of 1869 have been extended by 33 & 34 Vict. c. 76 so as to facilitate the arrest of absconding debtors.

DEBTS. The Act 32 & 33 Vict. c. 46 abolishes the distinction between specialty and simple contract debts of a deceased person in Eng^l and Ireland. We quote the enactment:

'All specialty and simple contract debts of deceased persons to stand in equal degree after January 1, 1870.—In the administration of the estate of every person who shall die on or after the first day of January, one thousand eight hundred and seventy, no debt or liability of such person shall be entitled to any priority or preference by reason merely that the same is secured by or arises under a bond, deed, or other instrument under seal, or is otherwise made or constituted a specialty debt; but all the creditors of such person, as well specialty as simple contract, shall be treated as standing in equal degree, and be paid accordingly out of the assets of such deceased person, whether such assets are legal or equitable, any statute or other law to the contrary notwithstanding: Provided always, that this Act shall not prejudice or affect any lien, charge, or other security which any creditor may hold or be entitled to for the payment of his debt.'

This Act does not extend to Scotland.

DENMARK. See COPENHAGEN and ELSINEUR in Dictionary. The declared value of the British and Irish produce exported to Denmark and Iceland in 1874 was 2,519,522*l.*, and the value of the imports from the same into the United Kingdom in 1874 was 3,890,492*l.*

DESIGNS. [PATENTS.]

DIVIDENDS. The preamble of the Apportionment Act of 1870 commences thus: 'Whereas rents and some other periodical payments are not at Common Law apportionable (like interest on money lent) in respect of time;' and then sec. 2 enacts that 'from and after the passing of this Act all rents, annuities, dividends and other periodical payments in the nature of income (whether reserved or made payable under an instrument in writing or otherwise) shall, like interest on money lent, be considered as accruing from day to day, and shall be apportionable in respect of time accordingly.'

Sec. 5, after interpreting the term 'rent,' declares that 'the word *annuities* includes salaries and pensions,' and 'the word *dividends* includes besides dividends strictly so called) all payments made by the name of dividend, bonus, or otherwise, out of the revenue of trading or other public companies, divisible between all or any of the members of such respective companies, whether such payments shall be usually made or declared at any fixed times or otherwise; and all such divisible revenue shall, for the purposes of this Act, be deemed to have accrued by equal daily increment during and within the period for or in respect of which the payment of the same revenue shall be declared or expressed to be made, but the said word *dividend* does not include payments in the nature of a return or reimbursement of capital.'

Sec. 6 excepts any annual sums payable in policies of insurance of any sort, and sec. 7 provides that the Act shall not apply when stipulated that no apportionment shall take place. [BANK OF ENGLAND. FUNDS.]

DRAWBACKS. See CUSTOMS AND SUGAR.

DRINK. [ADULTERATION.]

DRUGS. [ADULTERATION.]

DUNDEE. This port has the largest share of the trade in jute, for of 4,624,189 cwt. the total quantity of the value of 3,619,989*l.* imported into the United Kingdom in 1873, 2,107,785 cwt. arrived at Dundee; and 1,654,297 cwt. in 1874. As the great seat of the linen manufacture, she is also the largest importer of flax, having secured 805,459 cwt. out of 2,026,113 cwt., the total import of 1874. In 1874, there entered this port from foreign countries, British possessions, and coastwise, 1,693 vessels of 418,618 tons. The population of Dundee in 1871 was 118,974. For account of this port in the Dictionary, edition 1869, see Docks, sub-head Dundee.

EARTHEN AND CHINA WARE. The value of the Earthen and China Ware, the produce of the United Kingdom exported in 1874, was 1,738,340*l.*, in 1874, as against 2,048,872*l.*, in 1873, and 1,450,644*l.* in 1860.

EAST INDIA COMPANY. This once great and powerful corporation having existed nearly 275 years, was, after the transfer of its remaining functions to the Secretary of State for India in Council, finally dissolved in 1873 by the 36 & 37 Vict. c. 17.

EAST INDIES. [BRITISH INDIA.] Two Acts, passed in 1869, affect the government of India: the first (32 & 33 Vict. c. 97) enacts that vacancies in the Council of India shall be filled up by the Secretary of State; that members are in future to be appointed for 10 years, being eligible for an additional term of 5 years, and may have retiring pensions of 500*l.* a year after 10 years' service; and the appointments of ordinary members of the Governor-General's Council and of the Councils of the Presidencies are to be made by royal warrant without the consent of the Council of India. The 32 & 33 Vict. c. 98 gives the Governor-General in Council power to make laws for native subjects beyond as well as within our Indian territories.

Power is conferred on the Governor-General of India by 33 Vict. c. 3 to make regulations for the peace and good government of certain territories in India, otherwise than under the provisions of the Indian Councils Act of 1861. Lieutenant-Governors and Chief Commissioners are constituted members ex officio of the Governor-General's Council for Making Laws and Regulations, and power is given by the same Act of 1870 to appoint natives of India to certain offices without certificates from the Civil Service Commissioners.

The Secretary of State for India in Council, on the dissolution of the East India Company, in 1873, had, under 36 & 37 Vict. c. 17, transferred to him the Security Fund of the India Company. Under 36 & 37 Vict. c. 32, he is enabled to raise money in the United Kingdom for the service of the Government of India; and by 37 & 38 Vict. c. 12 the assets and liabilities of the Bengal and Madras Civil Funds are made over to the Secretary of State in Council. For rates of passage-money to India, see SUEZ CANAL. (See also BOMBAY, CALCUTTA, KURRACHEE, IMPORTS AND EXPORTS, MADRAS, RAILWAYS, and TARIFF, in this Dictionary and Supplement.) The total population of British India, as given in the Statistical Abstract (No. 9), issued in 1875, is 190,563,048; viz., 98,054,403 males and 92,501,565 females.

The statement issued in 1875, of the moral and material progress and condition of India for 1873-74, embodies the following table, showing the extent of the total Foreign trade of British India in 1873-74.

	Imports		Exports	
	Merchandise	Treasure	Merchandise	Treasure
Bengal	£ 15,223,804	£ 1,943,506	£ 22,778,732	£ 435,091
Madras	3,463,810	397,847	6,618,323	639,754
Bombay & Sind	12,107,577	3,395,739	29,094,057	836,418
British Burmah	1,796,418	56,011	3,465,599	14,808
	37,593,609	5,794,533	54,960,778	1,914,071
	38,386,142		56,874,849	
Total Value of Imports and Exports £95,960,991				

The trade was divided as follows among the different continents:—

	Imports	Exports	Total
Europe	£ 30,538,483	£ 34,822,574	£ 65,360,857
America	98,333	2,125,156	2,223,489
Africa (including Mauritius and Bourbon)	619,083	1,294,628	1,913,713
Asia	6,774,704	18,417,192	25,991,196
Australia (including New Zealand and Tasmania)	845,537	215,499	561,036

EAU DE COLOGNE. The customs duty upon all Cologne water brought into the United Kingdom is, by 32 & 33 Vict. c. 14 s. 3, fixed at 14s. per gallon, whether imported in flasks or otherwise. In 1874, 41,409 gallons of perfumed spirits (including eau de Cologne) were imported, chiefly from Holland and France, into the United Kingdom, and valued at 68,458*l*. [**WAREHOUSING.**]

ECUADOR. The value of the total imports into the United Kingdom from Ecuador in 1874 was 297,405*l*., and the value of our exports to that country was 67,370*l*. See article **GUAYAQUIL** in Dictionary.

EGGS. The value of the eggs imported into the United Kingdom (chiefly from France) in 1874, was 2,433,134*l*. as against 2,359,022*l*. in 1873, and 478,658*l*. in 1860.

ELBÉ TOLLS. [**HAMBURGH.**]

ENGINEERS. Colonial Legislatures have power, under 32 Vict. c. 11, to grant, after examination, certificates of qualification to persons intending to act as masters, mates, or engineers on board British ships.

ESPARTO. See **PAPER** and **RAGS**.

ETHER. See **CUSTOMS TARIFF**.

ETHYL. Iodide of. See **CUSTOMS TARIFF**.

EXCISE. See **ALE** and **BEER**; **CHICORY**; **HORSES**; **LICENSES**; **SPIRITS**; **SUGAR**; **TARIFF**; **WAREHOUSING**; **YEAST**.

FACTOR. [**POWER OF ATTORNEY.**]

FACTORIES. The Factory and Workshop Act of 1870, 33 & 34 Vict. c. 62, modifies the operation of the Act of 1867, inasmuch as it empowers the Secretary of State, by order published in the *Gazette*, to extend under certain conditions to fifteen hours the work-hours of young persons of 16 years and upwards engaged in print works or bleaching or dyeing works, and to extend the work-hours of young persons engaged in certain sorts of bleaching and dyeing from ten to ten and a half, and he may authorise the employment of persons engaged in preserving fruit or fish for fourteen hours per day for ninety-six days between June 1 and December 24.

Persons professing the Jewish religion are exempted by the 34 Vict. c. 19, from penalties in respect of young persons and females professing the same religion working on Sundays.

By 34 & 35 Vict. c. 104 the carriage of fish is,

on account of its urgency, exempted from the operation of the Factory and Workshop Act, but it forbids the employment of women under 16 and young persons under 10, in the manufacture of ordinary bricks and tiles.

See also Mines Coal Regulation Act 1872 for regulation as to employment of male young persons and children, and as to payment of miners' wages, examination of managers, abolition of single shafts, &c.

An Act was passed in 1878 to regulate the employment of children in agriculture.

FAIRS. The Home Secretary is empowered by 34 Vict. c. 12, on the representation of magistrates, and with consent of the owner, and after notice in the *London Gazette*, to order the abolition of any fair held in England and Wales.

Power is vested in the Secretary of State to alter days of holding fairs in England and Wales, on his order being published in the *London Gazette* and an appropriate county newspaper. 36 & 37 Vict. c. 37.

FIRE INSURANCE. Stamp duty on, abolished, 1869. [**INSURANCE.**]

FISH. 33 & 34 Vict. c. 32 s. 5 renders an excise license for an auctioneer unnecessary for the sale of fish by auction on the seashore where the same shall have been first landed.

The 32 & 33 Vict. c. 92, the Fisheries (Ireland) Act, gives the inspectors of Irish fisheries power to make bylaws as to these fisheries, and regulations as to voluntary agreements between owners of fishing vessels and their crews, and provides for the recovery of fishing boats and gear picked up at sea.

In 1874, 661,406 cwt. of fish, of the value of 981,950*l*., were imported into the United Kingdom, Holland and Norway being the chief sources of the fresh fish, and North America and France the exporters of the cured or salted. In the same year there were exported from the United Kingdom, chiefly to Germany, 852,630 barrels of herrings, valued at 1,216,782*l*. This export has steadily increased for many years, the value in 1860 having been only 474,805*l*. In an article on the Canadian Fisheries in the *Times* of 12th Aug., 1875, it is stated that in 1874, according to returns by the Commissioners of Fisheries in Canada, fish to a total value of 11,681,886 dollars were exported from the Dominion, of which 6,652,301 dollars' worth were contributed by Nova Scotia. Cod, lobsters, mackerel, herrings, and salmon formed the largest portion of this export. [**HERRINGS**; **OYSTERS**; **SALMON**; **SEALS.**]

FLAX AND HEMP. The value of the different sorts of flax and hemp imported into the United Kingdom in 1874, chiefly from Russia, was as follows:—

Flax, dressed and undressed	£ 4,939,706
Tow and Codilla of Flax and Hemp	695,613
Hemp and other substances (except Jute) dressed and undressed	2,190,124
Jute	7,825,443
	3,555,179
	11,378,622

FLOUR. [**CORN.**]

FOOD. [**ADULTERATION**; **CATTLE**; **CORN**; **FISH**, &c.]

FRANCE. The following statements of the total values of the import and export trade of France in each of the following years from 1861 to 1869 and 1872 to 1874 are extracted from the Reports of July 1, 1869, and April 5, 1875, of Mr. West and Mr. Adams, successive secretaries of the British Embassy at Paris:—

Years	Imports	Exports
	£	£
1861	97,693,120	77,050,400
1862	87,942,200	89,707,240
1863	97,055,160	105,702,360
1864	101,196,000	116,966,780
1865	105,572,240	123,535,000
1866	111,739,360	127,222,000
1867	121,060,560	115,036,400
1868	132,149,160	111,596,560
1869	126,122,540	122,997,640
*		
1872	142,812,800	150,464,920
1873	142,191,560	151,492,240
1874	149,920,140	155,110,120

* 1870 and 1871, as the Years of the Franco-German War, are omitted.

In the Commercial Dictionary or this Supplement will be found articles on the following French ports, viz. BORDEAUX, BOULOGNE, HAVRE, MARSEILLES, and NANTES.

FREIGHT. [SHIPS.]

FRUIT. See CURRANTS and ORANGES and LEMONS.

FUNDS. By the 32 & 33 Vict. c. 104, holders of stock may now have their dividend warrants sent through the post. See clauses of the Act quoted under BANK OF ENGLAND.

The National Debt Act of 1870 contains the following clauses as to the transfer of stock, the issue of stock certificates, and the transfer of stock between England and Ireland:—

Mode of Transfer.—In the offices of the respective accountants-general of the Banks of England and Ireland books shall continue to be kept wherein all transfers of stocks shall be entered.

Every such entry shall be conceived in proper words for the purpose of transfer, and shall be signed by the party making the transfer, or, if he is absent, by his attorney thereunto lawfully authorised by writing under his hand and seal, attested by two or more credible witnesses.

The person to whom a transfer is so made may, if he thinks fit, underwrite his acceptance thereof.

Except as otherwise provided by Act of Parliament, no other mode of transferring stock shall be good in law.

Transfer by Executors, &c.—The interest of a stockholder dying (before or after the passing of this Act) in stock shall be transferable by his executors or administrators, notwithstanding any specific bequest thereof.

The Bank of England or of Ireland shall not be required to allow any executors or administrators to transfer any stock until the probate of the will of or the letters of administration to the deceased has or have been left with the Bank for registration, and may require all the executors who have proved the will to join in the transfer.

Evidence of Title on Transfer.—The Banks of England and Ireland respectively before allowing any transfer of stock may, if the circumstances of the case appear to them to make it expedient, require evidence of the title of any person claiming a right to make the transfer.

That evidence shall be the declaration of competent persons under the Act described in the second schedule to this Act, part I., or of such other nature as the Banks respectively require.

Closing of Transfer Books for Dividend.—The Banks of England and Ireland respectively may close their books for the transfer of stock on any day in the month next preceding that in which the dividends on that stock are payable; but so that the books be not at any time so closed for more than fifteen days.

The persons who on the day of such closing are insisted as stockholders shall as between them

and their transferees of stock be entitled to the then current half-year's dividend thereon.

Certificate of Title to Stock.—A stockholder may obtain a stock certificate, that is to say, a certificate of title to his stock or any part thereof, with coupons annexed, entitling the bearer of the coupons to the dividends on the stock.

Descriptions of Stock for which Certificates may be issued.—Stock certificates shall be issued only in respect of consolidated three pounds per centum annuities, reduced three pounds per centum annuities, and new three pounds per centum annuities.

But the Treasury may by warrant declare that any other stock specified in the warrant shall be subject to this part of this Act, and thereupon stock certificates may be issued in respect of that stock also.

Limitation of Amount of Certificate.—A stock certificate shall not be issued in respect of any sum of stock not being fifty pounds or a multiple of fifty pounds, or exceeding one thousand pounds.

Restriction on Trustees taking Stock Certificates.—A trustee of stock shall not apply for or hold a stock certificate unless authorised to do so by the terms of his trust; and any contravention of this section by a trustee shall be deemed a breach of trust.

But this section shall not impose on the Bank of England or of Ireland any obligation to enquire whether a person applying for a stock certificate is or is not a trustee, or subject either Bank to any liability in the event of their issuing a stock certificate to a trustee, or invalidate any stock certificate issued.

No Notice of Trust.—No notice of any trust in respect of any stock certificate or coupon shall be receivable by the Bank of England or of Ireland.

Stock in Certificate Outstanding not Transferable.—Where a stock certificate is outstanding the stock represented thereby shall cease to be transferable in the books of the Bank of England or of Ireland.

Distinction between Stock Certificates to Bearer and Nominal Certificates.—A stock certificate, unless a name is inscribed therein, shall entitle the bearer to the stock therein described, and shall be transferable by delivery.

The bearer of a stock certificate may convert the same into a nominal certificate by inserting therein, in manner prescribed by any regulation made in pursuance of this part of this Act, the name, address, and quality of some person.

A stock certificate when it becomes nominal shall not be transferable, and the person named therein (in this part of this Act called the nominee), or some person deriving title from him by devolution in law, as in this part of this Act mentioned, shall alone be recognised by the Bank of England or of Ireland as entitled to the stock described in the certificate.

On the death of the nominee, his personal representative, and on his bankruptcy his assignee, and on the marriage of the nominee, being a female, her husband, shall alone be recognised by the Bank of England or of Ireland as entitled to the stock described in the certificate, and shall be deemed the nominee in that certificate.

Nominee in a Nominal Certificate not entitled to have it renewed as nominal.—The nominee in a nominal stock certificate shall not be entitled to have the same renewed as nominal, but he shall, on delivery up of his certificate, and of all unpaid coupons belonging thereto, to the Bank of England or of Ireland by whom the certificate was issued, and on compliance with any regulation made in

pursuance of this part of this Act, be entitled to receive in exchange from that Bank a stock certificate to bearer.

The nominee in a nominal stock certificate, and the bearer of a stock certificate to bearer, may, on the like delivery, and on compliance with any regulation made in pursuance of this part of this Act, require to be registered in the books of the Bank of England or of Ireland as a holder of the stock described in the certificate under which he derives title, and thereupon the stock shall be re-entered in the books kept by that Bank for the entry of transferable stock, and shall become transferable, and the dividends thereon shall be payable, as if no certificate had been issued in respect of such stock.

Rules as to Coupons.—The coupons annexed to a stock certificate shall comprise the dividends to be payable in respect of the stock therein described, for not less than five years from the date of the certificate.

At the expiration of that period fresh coupons shall be issued for a further period of not less than five years, and so for successive periods of not less than five years each, during the continuance in force of the stock certificate.

But the Bank of England or of Ireland may, if they think fit, in lieu of issuing fresh coupons in respect of a stock certificate, give in exchange a fresh stock certificate with coupons annexed.

Payment of Coupons.—Coupons payable by the Bank of England or of Ireland shall be payable at the chief establishment of the respective Bank at the expiration of three clear days from the day of presentation, and at any branch establishment of the same Bank, situate more than ten miles from the chief establishment, at the expiration of five clear days from the day of presentation.

The payment to the bearer of a coupon of the amount expressed therein shall be a full discharge to the Bank of England or of Ireland from all liability in respect of that coupon and the dividend represented thereby.

Income Tax.—Income tax shall be deducted from coupons in the same manner and subject to the same regulations in and subject to which it may by law be deducted from dividends payable by the Bank of England or of Ireland in respect of stock of stockholders inscribed in the books of that Bank; save only that income tax shall be deducted from a coupon, although the dividend represented thereby does not amount to fifty shillings.

Fees in respect of dealing with Stock under this part.—No fee shall be charged on the issue of a stock certificate to bearer, in exchange for a like certificate, but there shall be charged with respect to the several other proceedings in relation to stock authorised by this part of this Act the fees specified in the third schedule to this Act, or such less fees as may be determined by the Treasury.

All fees received in pursuance of this part of this Act shall be paid into the receipt of her Majesty's Exchequer.

Loss or Destruction of Certificate or Coupon.—If a stock certificate or coupon is lost or destroyed, the Bank of England or of Ireland (as the case requires) shall issue a new certificate or coupon, on receiving indemnity to their satisfaction against the claims of all persons deriving title under the certificate or coupon lost or destroyed.

General Regulations with respect to Stock Certificates and Coupons.—The Banks of England and Ireland respectively, with the sanction of the Treasury, may from time to time issue any forms

that may be required for carrying into effect this part of this Act, and may from time to time make any regulations not inconsistent with this part of this Act relative to the following things:

1. The time for which coupons are to be given:

2. The conversion of a stock certificate to bearer into a nominal certificate:

3. The authority under which and the mode in which the Bank are to act in issuing stock certificates or exchanging nominal certificates for certificates to bearer, or registering in their books the holders of stock certificates, or taking any other proceedings in relation to stock authorised to be taken under this part of this Act:

4. The mode of proving the title of or identifying any person applying for a stock certificate or deriving any title under a stock certificate:

5. The mode of proof of the death or bankruptcy of the nominee or of the marriage of the nominee being a female:

6. The mode of proof of the loss or destruction of a stock certificate or coupon:

7. Any other matter necessary to carry this part of this Act into effect.

Regulations so made before the passing of this Act shall continue in force unless and until altered by regulations made after the passing of this Act under this part thereof.

Any regulation so made before or after the passing of this Act shall be deemed to be part of this Act in the same manner as if it were enacted in this part of this Act.

Remuneration to Banks.—There shall be paid to the Banks of England and Ireland respectively out of the consolidated fund, on account of the additional trouble, expense, and responsibility, if any, imposed on them by this part of this Act, in addition to the remuneration otherwise payable to them in respect of the management of the National Debt, such remuneration as the Treasury and they agree on.

Stock in Certificate to have Incidents of other Stock, except as to Transfer, &c.—Stock described in a stock certificate shall be charged on the same securities, and be subject to the same powers of redemption, and save as relates to the mode of transfer and payment of dividends thereon, shall be subject to the same incidents in all respects, including the remuneration payable to the Bank of England or of Ireland, as if it had continued registered in the books of that Bank as stock transferable therein.

Application of this part to Stock Certificates already Issued, &c.—Where a stock certificate has been issued under any former Act, this part of this Act shall have effect in relation thereto, and to the coupons annexed thereto and to the stock and dividends represented thereby respectively, in like manner, as nearly as may be, as if the certificate were issued after the passing of this Act under this part thereof.

Application for Transfer between England and Ireland.—A stockholder holding stock transferable in the books of the Bank of England or of Ireland may make application in writing to that Bank for permission to transfer the same for the purpose of having the same amount of stock of the same denomination written into the books of the other Bank.

Thereupon, and on the applicant transferring the stock to which the application relates to the National Debt Commissioners, the Bank from whose books the transfer is to be made shall grant to the transferor a certificate of the facts of and connected with the transfer, directed to the other Bank.

Every application for permission to transfer,

and every certificate of transfer, under this section, shall be according to a form established by the Bank of England in concurrence with the Bank of Ireland.

The operation of the 32 & 33 Vict. c. 104 by which facilities were given for the payment by warrants through the post of dividends on the public stocks transferable in the books of the Governor and Company of the Bank of England, is, by the Dividends and Stock Act 1870, made applicable to the dividends on the public stocks transferable in the books of the Governor and Company of the Bank of Ireland.

The facilities secured by the National Debt Act of 1870 for payment of dividends on consols and other Government stock, by empowering the Banks of England and Ireland to send warrants through the post having been duly appreciated, the India Office, under Act of 1871, made similar arrangements with the Bank for transmitting per post dividend warrants on Indian stocks, and by Act of 1873 the National Debt Commissioners are authorised to send their annuity warrants through the same channel.

The Stamp Act Amendment Act of 1871, 34 Vict. c. 4, provides that every person who in the United Kingdom makes, issues, transfers, or negotiates any foreign security, not being duly qualified, shall forfeit 20*l*.

The same Act imposes, in lieu of the duty under the Act of 1870, a stamp duty on mortgages of any stock or marketable security, for every

5,000*l* or part of 5,000*l*. of the amount secured, 10*s*. and provides that no release or discharge of such mortgage shall be chargeable with any *ad valorem* duty.

The 36 & 37 Vict. c. 17 provides for the redemption or commutation of the dividend on the capital stock of the East India Company on its dissolution, and transfers the security fund of the Company to the Secretary for India in Council; and 36 & 37 Vict. c. 32 authorises him to raise money in the United Kingdom for the service of the Government of India.

The National Debt Sinking Fund Act of 1875 provides for the payment, out of the Consolidated Fund, of the annual charge on account of the National Debt, which, after the financial year 1876-7, shall be 28 millions per annum. Out of this amount are to be payable the charges for certain annuities, interest on Exchequer bonds or bills, advances by the Banks of England and Ireland, interest on all loans to meet ways and means, 5*s*. per 110*l*. of the 2½ per cent. bank annuities, and the sums paid to the Banks of England and Ireland for the management of the National Debt. The surplus or New Sinking Fund is to be paid to the National Debt Commissioners to reduce the public debt. There is also to be applied to the same end the annual surplus of income over expenditure, to be called the "Old Sinking Fund." Annexed is a statement of the total amount of the National Debt at the end of each of the following financial years, ending with 1875.

Financial Years Ended	Funded Debt		Amount of Unfunded Debt	Total Amount of National Debt, inclusive of Unclaimed Stock and Dividends
	Capital of Unredeemed Funded Debt, inclusive of Unclaimed Stock and Dividends	Estimated Capital of Terminable Annuities (Computed in 3 per Cent. Stock)		
31st March 1860	£ 789,718,308	£ 19,746,264	£ 16,228,500	£ 825,693,772
" 1861	788,970,719	18,947,740	16,689,000	824,607,459
" 1862	785,329,618	19,588,576	16,517,800	824,136,594
" 1863	787,422,988	20,715,747	16,435,400	824,635,055
" 1864	781,712,401	26,442,428*	15,136,000	821,290,829
" 1865	780,302,104	25,408,570	10,742,500	816,352,974
" 1866	775,941,190	25,435,034	8,187,700	807,563,924
" 1867	770,188,625	27,591,515	7,956,800	805,666,938
" 1868	741,844,981†	56,816,803‡	7,911,100	806,572,884
" 1869	741,112,640	55,471,424	8,896,100	805,480,164
" 1870	741,514,081	55,130,380	6,761,500	801,406,561
" 1871	739,043,370	57,360,885	6,091,000	796,104,155
" 1872	731,756,962	55,749,070	5,155,100	792,661,132
" 1873	727,574,082	55,558,580	4,829,100	785,761,762
" 1874	725,514,015	51,285,640	4,479,600	779,283,245
" 1875	714,797,315	50,511,671	5,239,000	775,548,986

* In 1864 the sum of 5,000,000*l*. of the Unredeemed Funded Debt was cancelled, and a Terminable Annuity created in lieu thereof, under the 26th Vict. cap. 25, sect. 2.

† Alterations in amounts of Capital of Unredeemed Funded Debt and of Terminable Annuities chiefly caused by the conversion, in 1868, of Stock into Terminable Annuities.

A stamp duty of 2*s*. 6*d*. for transfer of every 100*l*. of Canadian inscribed Stock, is imposed by 37 & 38 Vict. c. 26, in lieu of previous duty.

FUNDS (FOREIGN). There have been of late years some remarkable illustrations of the truth of our remarks (see Dictionary) in regard to the unattractive character of loans raised, or attempted to be raised, by some of the Central South American States. Those lately negotiated on account of such countries as Honduras, Costa Rica, San Domingo, and Paraguay, having proved especially disastrous to all concerned except the projectors, a Committee of the House of Commons was appointed in 1875 to investigate the matter, and disclosures of the most astounding kind were the consequence. In the conclusion of their Report the Committee express their conviction that the best security against the recurrence of such evils as those described by them will be found not so much in legislative enactments, as in the enlightenment of the public as to the real nature and origin of these Loans.

In particular the Committee think the prospectus of a foreign loan should state (among other things)—

1. The authority from the borrowing State.
2. The public debt of the State.
3. The revenue of the State for the three preceding years.
4. In case of special hypothecation, a full statement of the revenues, lands, forests, public works, or other property upon which the proposed loan is secured, and of prior charges, if any, upon such security.
5. A statement that no part of the proceeds of the loan is to be applied in buying back any of the stock, or (as the case may be) the amount, if any, which the borrowing Government reserves to itself the right to purchase and cancel.
6. The funds out of which the interest is to be met during the next five years.

GALATZ. Particulars referring to Sulina are periodically published by the Board of Trade, and on March 31, 1871, that Department issued

translations of the following, through the medium of the *London Gazette*, viz:—

1. The revised regulations of navigation and police for the river Danube.

2. The revised tariff of dues to be levied at the Sulina mouth on and after March 1, 1871.

3. The abrogation of the regulation made on April 20, 1869, for the registration of lighters.

Navigation Dues levied at Sulina.—These dues are levied by the European Commission by virtue of Article 16 of the Treaty of Paris of March 30, 1856, to cover the expenditure devoted to the improvement of the mouths of the Danube.

The collection is effected on the basis of the tariff joined to the Public Act, signed at Galatz on November 2, 1864, and subsequently modified on more than one occasion.

It also includes the dues imposed on the navigation for the pilotage and lighthouses at the mouth of the river.

The annual average net produce of these dues is about one million francs.

The following account contrasts the number of vessels engaged in the up-river trade of the Danube in 1872 and 1873, and the number of vessels loaded at Sulina in the same years; distinguishing in both cases steam from sailing vessels.

Loaded at Up-river Ports					
		1872		1873	
		Ships	Tons	Ships	Tons
Steam Ships	-	321	164,444	327	169,494
Sailing Ships	-	1,712	251,768	1,236	179,769
		2,033	416,212	1,563	349,263

Loaded at Sulina					
		1872		1873	
		Ships	Tons	Ships	Tons
Steam Ships	-	47	28,806	148	114,157
Sailing Ships	-	138	53,272	167	70,239
		185	82,078	315	184,396

The chief export is grain.

GALVESTON. This port, (which suffered very severely by the storms which visited Texas in the autumn of 1875,) exported to the United Kingdom in 1874, goods to the value of 3,595,019*l.*, of which cotton represented 3,581,524*l.*

GAS. The Gas and Water Facilities Act of 1870, 33 & 34 Vict. c. 70, empowers the Board of Trade, after certain preliminaries, to issue provisional orders to any local authority described in the Act for all or any of the following purposes:—

1. To construct or to maintain and continue gasworks and works connected therewith, or to manufacture and supply gas in any district within which there is not an existing company, corporation, body of commissioners, or person empowered by Act of Parliament to construct such works or to manufacture and supply gas:

3. To raise additional capital necessary for any of the purposes aforesaid:

4. To enable two or more companies or persons duly authorised to supply gas or water in any district or in adjoining districts to enter into agreements jointly to furnish such supply, or to amalgamate their undertakings:

5. To authorise two or more companies or persons supplying gas or water in any district or in

adjoining districts to manufacture and supply gas or to supply water, and to enter into agreements jointly to furnish such supply and to amalgamate their undertakings.

The Gasworks Clauses (1847) Amendment Act of 1871, 34 & 35 Vict. c. 41, makes various regulations for the supply, testing, &c. of gas, and the powers of the Board of Trade, in dealing with gas and water companies, are enumerated and defined.

GENOA. The value of the Imports into Genoa in 1874 was 12,994,100*l.*, as against 12,786,402*l.* in 1873, and that of the exports in 1874 was 2,032,975*l.* as against 3,117,896*l.* in 1873. These sums represent the trade exclusive of transit. Of 2,726 vessels of 1,061,654 tons which entered the port in 1874, 403 ships of 249,502 tons were British.

GERMANY. The total value of the imports into the United Kingdom from Germany in 1874 was 19,947,195*l.* as against 19,926,451*l.* in 1873, and 14,117,183*l.* in 1861. The total value of our exports to Germany in 1874 was 35,127,617*l.* as against 36,709,419*l.* in 1873, and 19,384,386*l.* in 1861. See Bremen, Hamburg, Königsberg, Rostock, and Zollverein.

GINGER. The duty on Preserved Ginger was reduced by 33 & 34 Vict. c. 32 to 4*s.* 8*d.* per cwt., and was abolished in 1874.

GLASGOW. For an account of her docks and shipping, see article Docks, sub-head *Glasgow*, in the last edition of the Dictionary.

The value of the exports from this port, in 1874, of the produce of the United Kingdom, was 10,345,268*l.* Her chief imports were grain, fruit, jute, hides, spirits, and wine and tobacco. Of the last she imported 3,747,605 lbs. unmanufactured in 1874, ranking, as regards tobacco, next after London and Liverpool, and nearly monopolizing this branch of business in Scotland. In 1874 there entered into the port of Glasgow from foreign countries and British possessions, and coastwise, 5,499 vessels of 1,535,382 tons. The Customs duties collected at the port in 1874, amounted to 840,384*l.*, showing a decrease of 74,878*l.*, as compared with 1873, the deficiency being attributable to the repeal of the sugar duties. [IMPORTS AND EXPORTS.]

The population of Glasgow in 1871 was 477,144.

GLASS. The value of the glass of all sorts imported into the United Kingdom in 1874, chiefly from Belgium, Germany and France, was 1,587,483*l.* as against 1,461,453*l.* in 1873, and 244,218*l.* in 1862; on the other hand, the value of the exports of glass, the produce of the United Kingdom in 1874, was as follows, viz:—

Plate Glass -	-	-	-	£	215,605
Flint Glass -	-	-	-	-	303,487
Common Bottles -	-	-	-	-	463,586
Other Sorts -	-	-	-	-	200,797
					1,183,515

GLOVES. The value of the leather gloves imported into the United Kingdom in 1874, chiefly from France, was 1,546,716*l.* as against 1,296,782*l.* in 1873, and 576,854*l.* in 1860.

GLYCERINE is produced through the saponification of fat oils, and is obtained in large quantities, especially from palm oil, in soap and candle manufactories. It is used in the arts by modellers, printers &c., also for preserving fruit, food &c., and in pharmaceutical preparations, both for internal use and for ointments. It is made into glycerine soap, and is also used for greasing delicate machinery.

Glycerine when treated with nitric acid becomes nitro-glycerine or glonoine oil, a highly inflammable substance, discovered by M. Sobrero in 1847,

and more recently used for blasting. The carriage of this explosive material has been attended with so much danger that the Legislature have, by 32 & 33 Vict. c. 113, s. 3, prohibited, under heavy penalties, the importation and exportation of it, or of any substance having nitro-glycerine in any form as one of its component parts. Sec. 4 provides that the manufacture, sale, and carriage of it in the United Kingdom are to be regulated by license by one of her Majesty's Secretaries of State; sec. 5 provides that persons having any in their possession at the passing of the Act must give notice to the Secretary of State; and sec. 6 enacts that nitro-glycerine may be searched for in the same way as gunpowder, under 23 & 24 Vict. c. 139.

For a fuller notice of glycerine, and nitro-glycerine, reference is made to Ure's *Dictionary of Manufactures* by Hunt.

The Explosive Substances Act of 1875, besides placing restrictions on the sale of such substances, provides for their safe transmission by sea or rail or road, and in the relative Order in Council of Aug. 4, 1875, nitro-glycerine is included in the 8rd or nitro-compound class of explosives.

GOLD. The declared value of the gold bullion and specie imported into the United Kingdom during the three years ending with 1874, was as follows, viz.:

1872	-	-	-	£ 18,469,442
1873	-	-	-	20,611,165
1874	-	-	-	18,081,019

Of the imports in 1874, the following countries contributed the quota set opposite to each—

Australia	-	-	£ 6,720,878
United States	-	-	4,508,740
Mexico, West Indies, and South America, (except Brazil)	-	-	2,492,228

The value of the exports of gold bullion and specie from the United Kingdom in the three years ending with 1874, was as follows, viz.:

1872	-	-	-	£ 19,748,916
1873	-	-	-	19,071,220
1874	-	-	-	10,641,636

Of the exports in 1874, the following countries received the value set against each, viz.:

France	-	-	£ 5,435,718
Argentine Republic	-	-	1,111,327
Egypt	-	-	910,663

The following regulations as to the coining of gold bullion taken to the Mint, and as to the purchase of bullion for the public service, are embodied in secs. 8 and 9 of the Coinage Act of 1870, 33 Vict. c. 10.

Coining of Bullion taken to the Mint.—Where any person brings to the Mint any gold bullion, such bullion shall be assayed and coined, and delivered out to such person, without any charge for such assay or coining, or for waste in coinage:

Provided that—

1. If the fineness of the whole of the bullion so brought to the Mint is such that it cannot be brought to the standard fineness under this Act of the coin to be coined thereout, without refining some portion of it, the Master of the Mint may refuse to receive, assay, or coin such bullion:

2. Where the bullion so brought to the Mint is finer than the standard fineness under this Act of the coin to be coined thereout, there shall be delivered to the person bringing the same such additional amount of coin as is proportionate to such superior fineness.

No undue preference shall be shown to any person under this section, and every person shall have priority according to the time at which he brought such bullion to the Mint.

Purchase of Bullion.—The Treasury may from time to time issue to the Master of the Mint, out

of the growing produce of the Consolidated Fund, such sums as may be necessary to enable him to purchase bullion in order to provide supplies of coin for the public service. [COIN.]

GRAIN. Farmers are permitted by the 33 & 34 Vict. c. 32 to steep and germinate grain to be consumed by animals, under certain conditions, the infringement of which will involve a penalty.

The duty on grain imported into the Isle of Man was repealed by 33 Vict. c. 12. [CORN; SEAWORTHY.]

GREAT GRIMSBY. For an account of this port see article DOCKS, sub-head *Grimsby*, in the Dictionary. The value of the exports from the port of Grimsby in 1874 of the produce of the United Kingdom was 10,171,888*l.*, the chief items being cotton and woollen yarn and manufactures. Her chief imports are corn, flax, provisions, tobacco, and wool. In 1874 there entered this port, from foreign countries, British possessions and coastwise, 3,309 vessels of 628,886 tons; while in 1869, 915 vessels of 152,437 tons entered. The Customs dues collected in 1874 amounted to 64,079*l.* The population in 1871 amounted to 26,496. [IMPORTS AND EXPORTS.]

GREECE. See articles IONIAN ISLANDS, PATRAS, and SYRA in the Dictionary, last edition. The total value of the exports from the United Kingdom to Greece in 1874 was 1,173,177*l.*, of which upwards of one million was British and Irish produce, while the value of our imports from Greece in 1874 was 1,536,805*l.*

GUANO. The value of the Guano imported into the United Kingdom in 1874, chiefly from Peru, was 1,348,849*l.* as against 2,103,531*l.* in 1873, and 1,557,805*l.* in 1860.

GUATEMALA. Our Commercial Treaty with this country expired in 1874. The value of our total imports from Central America in 1874, was 1,120,874*l.*, and that of our total exports thereto 175,472*l.*

GUNPOWDER. In consequence of the then recent serious explosion on the Regent's Canal, in London, the Explosive Substances Act was passed in 1875. After dealing with the manufacture, the 38 Vict. c. 17 places restrictions on the sale of gunpowder, and provides for its safe transshipment by sea, or rail, or road. In the Order in Council of Aug. 5, 1875, consequent on the Explosive Substances Act, gunpowder forms Class I. of these substances. The quantity of gunpowder exported from the United Kingdom in 1873 was 16,626,684 lbs., valued at 442,170*l.*

HABERDASHERY AND MILLINERY. The value of the haberdashery and millinery the produce of the United Kingdom exported in 1874, chiefly to America and Australia, was 6,140,460*l.* as against 6,597,257*l.* in 1873, and 4,004,431*l.* in 1860.

HACKNEY CARRIAGES. The 32 & 33 Vict. c. 14 s. 17 (to operate from January 1, 1870) repealed the duties on licenses to keep, use, and let hackney carriages within the limits of the metropolitan district and the City of London, and also the weekly duties payable in respect of such hackney carriages; the duties on licenses to keep, use, and employ stage carriages in Great Britain, and also the mileage duty payable in respect of such stage carriages. [CARRIAGES; HORSES.]

HAIR. The value of the goat's hair or wool imported into the United Kingdom in 1874, chiefly from Turkey, was 1,045,348*l.* as against 789,006*l.* in 1873, and 424,801*l.* in 1860. See WOOL.

HAMBURGH. By the convention concluded on June 22, 1870, between Austro-Hungary and

the North German Confederation, relative to the abolition of the Elbe tolls:—

Art. 1. Abolishes all tolls hitherto levied upon vessels and their cargoes, and upon rafts; and provides that such dues only shall be levied in future, as shall be found necessary for the facilitation of traffic.

Art. 2. Abrogates from July 1, 1870, all conventions concluded between the German States, which imposed dues upon vessels navigating the Elbe, or in any other way affected the navigation of that river.

I.—Statement of the value of goods imported into Hamburg in the following periods.

Years	By Sea	By Land and River	Total
1851-55	£ 19,159,300	£ 14,446,900	£ 33,606,100
1856-60	23,710,900	21,133,700	44,844,600
1861-65	27,462,800	24,935,900	52,398,700
1866-70	33,743,000	36,727,000	70,470,000
1871	35,686,900	33,684,600	69,371,500
1872	61,035,600	35,540,250	96,575,850

N.B. The seaborne goods were imported from Great Britain, and European and transatlantic ports; those by land and river being received from the Baltic, the interior of Germany, and the Austrian Empire. *Consul Annesley's Report of August 1873.*

II.—Account of the shipping which entered the Port of Hamburg in each of the five years ending with 1874, showing the proportion belonging to the United Kingdom.

Years	Total Ships and Tonnage		Of which were British	
	Ships	Register Tons	Ships	Register Tons
1870	4,144	1,389,789	1,973	789,077
1871	5,439	1,877,505	2,491	1,021,614
1872	5,913	2,090,912	2,452	939,817
1873	5,263	1,887,600	2,157	926,473
1874	5,225	2,094,102	2,189	952,537

The ships belonging to Hamburg at the end of 1874 were 445, in number of 217,044 tons register.

III.—Statement of the quantities of some of the principal articles imported into Hamburg in 1873 and 1874.

Principal Articles	1873	1874
Coffee - Cwts.	1,290,000	1,310,000
Cocoa - Sacks	53,892	40,840
Rice - "	312,873	360,189
Raw Sugar - Cwts.	1,223,773	950,000
Cotton - Bales	182,423	216,755
Wool - "	79,277	71,546

The population of Hamburg in 1874 was estimated at 330,000. In this year 43,514 emigrants, chiefly from Germany, sailed from this port. *Consul Annesley's Report of February 3, 1875.*

HAMS. See BACON.

HARBOURS. Portpatrick Harbour Act is repealed 34 & 37 Vict. c. 14. The Local Government Board of Ireland are invested with power, by 36 & 37 Vict. c. 78, to order expenses incurred by a port nuisance authority to be defrayed out of a common fund to be contributed by the riparian nuisance district, in such proportions as the Board shall think just.

Under 37 & 38 Vict. c. 92, Alderney Harbour is transferred from the Board of Trade, &c., to the Admiralty and Secretary for War.

[See regulations for preventing collisions in approaching to the Mersey, under COLLISION.]

[See ISLE of MAN.]

HARDWARE AND CUTLERY. The value

of the hardware and cutlery, the produce of the United Kingdom, exported in 1874, chiefly to Germany, America, Australia, India, and Africa, was 4,403,399l., as against 4,938,537l. in 1873, and 3,770,609l. in 1860.

HAVRE. From Consul Bernal's Report of Feb. 8, 1875, we learn that the enlargement of this port and the widening of its entrance are progressing steadily, and that the constant dredging of the outer harbour has proved beneficial. The removal of the south pier, by some considered a doubtful step, has been determined on.

Table showing the total number and tonnage and crews of the shipping which entered the port of Havre in 1873 and 1874.

	1873			1874		
	Ships	Tons	Crews	Ships	Tons	Crews
French	660	359,472	10,557	608	257,993	10,572
British	1038	436,539	11,120	1169	331,253	23,448
Other countries	861	474,939	18,447	909	614,436	24,834
Coasting Trade (French)	2271	1,193,050	50,194	2686	1,401,680	58,704
Total	3075	251,787	15,257	3354	269,430	90,307
Total	3616	1,144,537	69,381	6040	1,671,110	78,511

HAWKERS ON FOOT. Licenses abolished by 33 & 34 Vict. c. 32, but under the 33 & 34 Vict. c. 72 it is provided that no person shall act as a pedlar without such certificate as the Act requires, or in any district where he is not authorised by his certificate so to act. Such certificates to be issued by the chief officer of police of the police district in which the applicant lives, on such officer being satisfied that the applicant is a person of good character. The fee for the certificate must not exceed 6d., and it remains in force for one year from the date of issue and no longer, when it must be renewed. A register of pedlars is to be kept by the police.

The Pedlars' Act of 1871, 34 & 35 Vict. c. 96 (which abolishes that of 1870), for granting certificates to pedlars, after defining a pedlar thus: 'The term "pedlar" means any hawker, pedlar, petty chapman, tinker, caster of metals, mender of chairs, or other person who, without any horse or other beast bearing or drawing burden, travels and trades on foot and goes from town to town or to other men's houses, carrying to sell or exposing for sale any goods, wares, or merchandise, or procuring orders for goods, wares, or merchandise immediately to be delivered, or selling or offering for sale his skill in handicraft;' increases the fee for the certificate from 6d. to 5s., and permits the indorsement of the certificate on payment of a 6d. fee, so that the Pedlar may trade in another police district.

HAYTI. [PORT AU PRINCE in Dictionary.] The imports from Hayti and San Domingo into the United Kingdom in 1874 were valued at 344,461l., and our exports to these countries were of the value of 459,964l. in the same year.

HEMP. See FLAX.

HERRINGS & HERRING FISHERY. The prohibition of the use of fir wood for herring barrels was removed by Act of 1874, 37 & 38 Vict. c. 25, and new regulations are to be made for branding barrels made of fir. 852,630 barrels of herrings, valued at 1,216,782l., were exported from the United Kingdom in 1874. [CHRISTIANIA.]

HIDES. The value of the hides, tanned and untanned, imported into the United Kingdom in 1874 (chiefly from America, British India, and Australia) was 6,831,432l., as against 6,700,661l. in 1873, and 3,809,263l. in 1860.

Account of the Value of the total Exports of the Produce and Manufactures of the United Kingdom from each of the following Ports in each year from 1869 to 1873:—

	1869	1870	1871	1872	1873
	£	£	£	£	£
Liverpool	74,271,112	82,912,063	85,749,728	100,066,410	93,925,396
London	45,250,638	45,606,785	48,417,297	53,222,779	57,199,098
Grimby	12,983,942	12,244,175	16,187,551	18,638,656	10,590,617
Glasgow	9,376,622	9,554,223	9,833,057	10,871,541	10,402,874
Southampton	4,818,693	5,321,021	7,085,958	8,916,570	11,459,889
Newcastle	3,099,919	3,487,119	4,174,927	5,481,255	6,803,819
Cardiff	3,171,233	3,382,690	3,543,984	4,938,196	4,965,871
Leith	2,937,793	2,962,571	3,302,545	4,380,798	4,880,345
Middlesbrough	1,036,023	1,271,892	1,506,998	2,700,281	3,396,209
Dover	924,927	1,069,530	1,574,224	2,567,917	2,445,241

fail to comply with such requirements or any of them, so far as they respectively relate to him, he shall forfeit and pay the sum of five pounds; or, if the declaration hereinbefore required to be made shall be false in any particular, the person making the same shall forfeit and pay the like penalty.

12. The master or owner of every ship in which any goods shall be exported shall by himself or his agent within six days after the final clearance of such ship deliver to the proper officer of Customs a manifest of all the goods so shipped, containing the marks and numbers and the number and description of the packages, with the names of the consignors thereof according to the bills of lading relating thereto, and shall make and subscribe a declaration at the foot thereof that such manifest contains a true account of all the goods exported in such ship, or a manifest of such of the goods as are required to be exported under bond, and specifications duly verified as hereinbefore required of all such goods as may be exported without bond, with a declaration that such manifest and specification contain a true account of all the cargo of such ship; in default whereof such master and owner shall incur a penalty of five pounds, recoverable from both or either of them at the option of the Commissioners of Customs.

Provided always, that if a manifest or a specification be delivered comprising all the particulars required to be given, according to the nature of the goods, by manifest or specification, as hereinbefore required, with a declaration that the same contains a true account of the whole cargo of the ship, the same shall be accepted in lieu of manifest or specification, or both, as the case may be.

13. Any exporter of goods who, having delivered a specification thereof for exportation in any ship, in the event of the goods or any part thereof comprised therein not being duly shipped, shall fail, within six days after the final clearance outwards of the ship in which such goods were in such specification entered for exportation, to attend the proper officer of customs, either by himself or his agent, and correct and make perfect such specification, by striking out of the same such of the goods entered therein as shall not have been exported, shall forfeit and pay the sum of five pounds.

14. Any person desirous of exporting any warehoused goods liable to any duty of customs or excise, British wrought plate, or goods entitled to any customs drawback on exportation, may, at his option, but subject to such regulations as the Commissioners of Customs may direct, give a general bond, with such security and in such amount as the said Commissioners may require, for the due exportation and landing of such goods at the place for which they are entered outwards, or for otherwise accounting for the same to the satisfaction of the said Commissioners, in lieu

of the separate bond for such exportation required by the one hundred and twentieth section of 'The Customs Consolidation Act, 1853.' Provided that before any such goods are exported the exporter or his agent shall deliver to the proper officer a notice, in such form as the said Commissioners shall prescribe, containing an account of the particular goods to be exported by him in any particular ship under such general bond: Provided also, that no such notice shall be received and acted upon unless there be attached thereto an adhesive stamp equal in amount or value to the duty which would be payable under any Act relating to stamp duties upon a separate bond, in case the same were given for the exportation of the goods contained in such notice.

15. Notwithstanding anything contained in the one hundred and eighteenth section of 'The Customs Consolidation Act, 1853,' to the contrary, on the arrival at any port in the United Kingdom of any ship about to deliver her cargo at more than one port in the United Kingdom, it shall be lawful to allow the entry outwards of such ship, and to permit the shipment of goods, other than spirits or tobacco, for exportation in such ship to the foreign destination for which such ship shall be entered outwards, before the whole of the goods imported in such ship shall have been discharged therefrom:

Subject nevertheless to such regulations as the Commissioners of Customs may deem necessary, and on the collector being satisfied in each case that the complete separation of such goods from the inward cargo is effected, and that all necessary measures have been taken for the due protection of the revenue. [See Tables on pp. 36-39, and under TRADE.]

INDIA. [COLONIES AND DEPENDENCIES; EAST INDIES.]

INDIA STOCKS. [FUNDS.]

INDIAN CORN. Customs duty repealed in 1869.

INDIGO. The value of the indigo imported into the United Kingdom in 1874, chiefly from British India, was 2,153,732*l*, which is under the average of the previous fourteen years.

INLAND REVENUE. [EXCISE LICENSES.]

INSURANCE. On June 25, 1869, the stamp duty at the rate of 1*s*. 6*d*. per cent. per annum on insurances against loss or damage by fire ceased in terms of sec. 12 of 32 & 33 Vict. c. 14.

By 33 & 34 Vict. c. 32, the stamp duty is reduced to 1*d*. on every policy of insurance for any payment agreed to be made upon the death of any person only from accident or violence or otherwise than from a natural cause, or as compensation for personal injury, or by way of indemnity against loss or damage of or to any property.

By the Stamp Act of 1870, 33 & 34 Vict. c. 97 s. 117, the terms 'insurance' and 'policy' are thus explained:—

Interpretation of Terms, &c.—The term *insur-*
D 2

IMPORTS AND EXPORTS

I.—Account of the Real or Declared Value of the various Articles of the Manufacture and Produce of the United Kingdom Exported to Foreign Countries during each of the 5 Years ending with 1868, specifying the Countries to which they were Exported, and the Value of those Annually Shipped for each; and showing also the Average Amount of Exports during the said 5 Years to each Country and to each of the 5 great Divisions of the Globe; and the Average Proportion Exported to each, supposing the whole Exports to be 1,000.

Countries	1864	1865	1866	1867	1868	Average Annual Amount of Exports 1864-68	Average Annual Proportion Exported to each Country, supposing the whole Exports to be 1,000
EUROPE							
Russia	2,846,409	2,925,006	3,176,656	3,944,055	4,250,140	3,428,049	19.570
Sweden	731,294	905,507	835,488	617,318	617,083	714,618	4.251
Norway	772,927	677,007	854,548	848,845	774,950	785,449	4.484
Denmark	1,152,767	1,264,432	1,202,811	1,282,559	1,450,359	1,270,546	7.255
Prussia	1,131,599	2,095,320	1,800,499	2,879,580	3,069,257	2,195,767	12.553
Germany	14,536,284	15,809,354	15,967,195	17,665,775	19,205,180	16,294,857	93.074
Holland	6,844,937	8,157,753	8,999,713	9,422,742	10,395,094	8,768,048	50.055
Belgium	2,501,297	2,935,853	2,861,665	2,816,481	3,150,105	2,815,072	16.059
France	8,187,561	9,062,053	11,700,140	12,121,010	10,652,734	10,544,668	59.055
Portugal Proper	2,491,514	2,066,457	2,401,191	1,825,582	1,554,649	1,907,496	10.888
Azores	106,967	82,811	129,786	108,221	95,108	104,459	.596
Madeira	71,500	64,592	82,575	74,456	73,012	73,012	.417
Spain	3,084,778	2,177,446	2,093,829	2,237,902	2,208,892	2,260,581	13.476
Gibraltar	1,206,168	1,190,847	1,134,697	725,318	706,298	978,266	5.585
Italy	5,209,591	5,474,440	5,832,875	4,881,353	5,016,786	5,403,909	30.845
Austrian Territories	792,119	721,648	912,038	965,592	1,077,159	895,987	5.104
Malta	753,113	631,904	655,304	498,796	501,692	607,814	3.470
Ionian Islands	436,535	436,191	454,138	428,044	430,611	430,611	2.449
Greece	453,887	582,299	417,645	514,686	548,825	469,446	2.852
Turkey	6,157,580	5,810,068	6,530,605	5,914,518	6,947,589	6,274,051	35.817
Channel Islands	1,016,000	752,295	490,931	469,923	555,130	656,838	3.750
Total	60,271,989	63,752,583	66,099,911	70,270,028	73,778,665	66,834,441	581.544
ASIA							
Syria and Palestine	1,566,608	1,354,902	1,559,562	1,115,345	1,243,755	1,599,595	7.590
Arabia and Persia	33,095	62,167	94,079	99,834	98,441	77,525	.445
East Indies and Ceylon	21,059,650	20,387,720	25,079,265	24,615,916	25,619,437	22,738,597	139.809
China and Japan	5,535,991	6,765,241	8,996,696	9,018,290	9,614,154	7,935,501	48.302
Java and Sumatra	796,850	927,755	1,226,857	1,399,485	1,356,874	1,125,564	6.414
Philippine Islands	765,719	955,500	917,841	1,012,468	956,140	927,493	5.295
Total	30,775,913	30,451,785	36,304,010	37,279,568	36,369,099	34,132,075	194.853
AFRICA							
Egypt	6,055,564	6,025,020	7,698,172	8,265,315	6,105,855	6,828,745	38.984
Morocco	169,552	270,474	191,058	199,567	195,748	201,872	1.152
Western Coast of Africa	1,008,128	1,212,465	1,415,575	1,744,116	1,761,567	1,454,551	8.189
Cape of Good Hope and Natal	2,271,616	1,701,060	1,599,021	1,805,011	1,591,171	1,771,176	10.111
Eastern Coast of Africa	36,051	60,798	67,122	39,574	38,842	52,479	.299
St. Helena and Ascension	45,573	55,887	51,081	42,646	35,570	45,573	.261
Mauritius	655,850	597,554	509,385	377,450	385,630	516,732	2.950
Algeria	12,229	12,363	10,745	22,625	25,697	17,532	.109
Total	10,265,324	10,050,951	11,335,612	12,574,104	10,136,870	10,868,578	62.016
AMERICA							
British North American Colonies	5,595,691	4,707,727	6,824,060	5,862,402	4,847,688	5,567,694	31.785
West Indies	5,511,909	2,169,500	2,140,500	1,858,261	1,968,666	2,329,547	13.500
Guiana	828,996	775,668	769,554	651,829	707,502	746,706	4.265
Hayti	450,611	335,514	447,581	821,625	220,806	349,147	1.994
Foreign West Indies	5,889,180	2,987,875	3,179,244	3,000,351	2,934,590	3,806,346	18.504
United States of America	16,708,605	21,227,956	28,499,514	21,825,705	21,431,652	21,938,662	125.244
Mexico	1,809,755	1,896,895	1,283,615	1,192,948	848,588	1,530,279	7.595
Central America	221,794	158,142	155,264	245,560	160,049	185,562	1.047
Colombia	2,244,577	2,789,452	5,409,032	2,695,739	2,809,108	3,848,181	16.269
Brazil	6,249,060	5,654,990	7,221,735	5,694,557	5,551,989	6,055,092	34.455
States of La Plata and Uruguay	2,759,599	2,765,818	4,253,739	4,249,632	3,927,850	3,579,528	19.293
Chili	1,683,580	1,601,987	1,852,982	2,524,438	1,962,714	1,925,140	10.991
Peru	1,352,092	1,186,753	1,368,868	1,422,964	1,155,788	1,290,515	7.362
Falkland Islands	12,252	9,282	17,027	7,611	13,411	12,033	.069
Total	47,593,799	48,245,089	61,396,791	51,204,598	47,270,381	51,142,152	291.960
AUSTRALIA							
West and South Australia, Victoria, New South Wales, Queensland, Tasmania, and South Sea Islands	11,857,213	15,339,241	15,645,266	9,613,739	12,075,610	12,105,826	69.110
	184,815	36,276	137,826	19,888	47,987	85,358	.487
Total	12,042,028	15,375,517	15,783,132	9,633,627	12,123,597	12,191,184	69.597
RECAPITULATION.							
Europe	60,271,989	63,752,583	66,099,911	70,270,028	73,777,865	66,834,441	581.544
Asia	30,775,913	30,451,785	36,304,010	37,279,568	36,369,099	34,132,075	194.853
Africa	10,265,324	10,050,951	11,335,612	12,574,104	10,136,870	10,868,578	62.016
America	47,593,799	48,245,089	61,396,791	51,204,598	47,270,381	51,142,152	291.960
Australia	12,042,028	15,375,517	15,783,132	9,633,627	12,123,597	12,191,184	69.597
Grand Total	160,449,053	165,835,725	188,917,556	180,961,923	179,677,812	175,168,410	1,000.000

IMPORTS AND EXPORTS

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II.—Account of the Real or Declared Value of the various Articles of the Manufacture and Produce of the United Kingdom Exported to Foreign Countries during each of the 5 Years ending with 1873, specifying the Countries to which they were Exported, and the Value of those Annually Shipped for each; and showing also the Average Amount of Exports during the said 5 Years to each Country and to each of the 5 great Divisions of the Globe; and the Average Proportion Exported to each, supposing the whole Exports to be 1,000.

Countries	1869	1870	1871	1872	1873	Average Annual Amount of Exports 1869-73	Average Annual Amount of Exports to each Country, supposing the whole Exports to be 1,000
EUROPE							
Russia - - -	7,373,530	7,551,738	7,289,717	7,425,899	10,077,194	7,945,179	35.334
Sweden - - -	706,990	1,025,716	1,102,995	1,885,848	5,150,323	1,594,374	7.092
Norway - - -	857,690	581,979	1,097,507	1,428,432	1,880,532	1,240,811	5.519
Denmark - - -	1,574,562	2,021,611	1,748,953	2,056,390	2,671,314	2,014,568	8.962
Germany - - -	22,841,745	20,416,168	27,131,520	31,618,749	27,270,342	25,916,305	115.285
Holland - - -	10,759,819	11,229,784	14,104,157	16,211,775	16,745,859	15,808,479	61.124
Belgium - - -	4,005,535	4,581,079	6,217,005	6,499,062	7,200,949	5,680,596	23.908
France - - -	11,438,530	11,643,139	18,205,836	17,258,539	17,391,973	15,169,627	67.479
Portugal Proper - - -	1,638,515	1,931,786	1,730,555	2,310,292	2,304,393	2,115,050	9.599
Azores - - -	79,578	95,125	74,707	88,513	84,005	85,581	.375
Madeira - - -	81,216	81,463	78,801	97,324	414,602	150,915	.679
Spain - - -	2,201,115	2,515,177	3,145,419	5,614,448	5,736,620	5,042,336	13.533
Gibraltar - - -	881,519	779,462	1,069,905	1,189,023	1,197,693	1,011,520	4.500
Italy - - -	6,162,598	5,272,074	6,294,737	6,557,538	7,444,195	6,746,188	28.250
Austrian Territories - - -	1,341,192	1,135,601	1,588,332	1,471,113	1,484,320	1,399,098	5.829
Malta and Gozo - - -	527,810	1,005,918	714,754	859,994	989,174	815,110	3.626
Greece - - -	942,679	942,618	776,093	925,649	995,571	922,122	4.101
Turkey - - -	4,817,108	4,954,591	4,255,710	5,151,252	4,969,541	4,825,772	21.466
Channel Islands, &c. - - -	584,232	757,818	799,039	706,611	707,887	719,608	3.162
Total - - -	78,786,101	79,587,686	97,705,386	107,425,221	111,214,686	94,909,417	422.185
ASIA							
Syria and Palestine - - -	2,121,248	2,157,978	1,744,924	2,504,891	2,764,146	2,235,438	10.023
Arabia and Persia - - -	18,760	18,018	9,761	24,299	48,388	32,545	.106
East Indies and Ceylon - - -	22,255,319	25,511,532	23,706,595	24,788,969	27,356,335	24,925,764	110.867
China and Japan - - -	8,310,790	7,800,167	8,615,088	8,615,088	7,915,487	7,915,487	35.213
Java - - -	660,237	897,501	826,476	745,428	727,565	771,092	3.429
Philippine Islands - - -	8,2981	772,541	463,359	593,142	428,145	578,004	2.571
Total - - -	34,169,565	37,567,561	35,006,422	37,069,817	38,518,683	36,465,570	162.209
AFRICA							
Egypt - - -	8,060,840	8,795,669	7,077,915	7,987,552	6,986,617	7,501,719	33.370
Morocco - - -	194,065	228,639	199,603	255,386	515,791	238,297	1.060
Western Coast of Africa - - -	1,692,580	1,513,961	1,906,149	2,079,098	2,011,291	1,904,216	8.471
Cape of Good Hope and Natal - - -	1,572,067	1,858,509	2,197,956	5,705,854	4,735,161	2,735,969	12.161
Eastern Coast of Africa - - -	159,165	178,745	151,748	250,895	234,018	186,900	.829
St. Helena and Ascension - - -	31,533	26,887	10,151	26,638	25,707	26,388	.117
Mauritius - - -	541,827	485,278	505,748	561,962	581,893	507,942	2.257
Algeria - - -	26,796	125,643	119,884	89,517	64,109	85,216	.380
Total - - -	12,120,873	13,929,534	14,158,157	14,236,682	13,851,187	13,179,247	58.625
AMERICA							
British North American Colonies - - -	5,159,293	6,784,195	8,257,186	10,193,277	8,619,705	7,809,719	34.709
West Indies - - -	2,671,852	3,522,612	5,185,413	2,515,832	5,495,762	3,285,498	14.605
Gulana - - -	36,969	47,101	38,593	69,740	62,517	49,544	.220
Haiti and St. Domingo - - -	84,567	225,486	339,877	617,369	5,840,435	597,062	1.766
Foreign West Indies - - -	1,744,748	5,207,765	5,722,282	4,006,969	5,517,135	5,399,538	14.676
United States of America - - -	24,624,511	28,535,394	34,227,701	40,736,957	35,774,664	32,999,733	143.678
Mexico - - -	631,724	910,882	1,069,013	843,186	1,191,124	929,786	4.126
Central America - - -	205,895	360,538	291,501	290,557	350,887	295,875	1.510
Colombia - - -	2,545,964	2,279,855	2,995,992	5,681,157	5,604,577	5,012,501	13.400
Brazil - - -	6,964,808	5,566,834	6,274,105	7,519,719	7,544,669	6,734,927	29.934
States of La Plata and Uruguay - - -	5,350,454	5,155,552	5,508,438	5,729,702	5,491,132	4,246,536	18.900
Chili - - -	1,989,794	2,674,595	2,010,060	5,147,815	5,165,104	2,597,421	11.554
Peru - - -	1,442,177	1,918,717	2,244,531	2,982,518	2,701,784	2,257,866	9.934
Islands in the Pacific - - -	17,772	50,221	25,263	25,005	95,716	42,795	.190
Total - - -	51,466,106	59,207,441	68,144,215	83,385,951	73,939,895	67,228,721	299.032
AUSTRALIA							
West Australia - - -	108,508	101,015	70,430	155,457	167,368	120,761	.537
South " - - -	1,575,681	817,561	1,324,446	1,415,542	2,016,485	1,389,614	6.181
Victoria - - -	6,235,603	4,509,018	4,241,080	5,291,379	6,645,544	5,474,515	24.351
New South Wales - - -	5,144,983	2,595,260	2,541,126	5,569,559	4,535,719	5,556,929	14.400
Queensland - - -	433,726	345,951	345,618	575,584	815,338	599,464	2.255
Tasmania - - -	250,023	191,435	157,607	188,205	271,478	211,750	.942
New Zealand - - -	1,864,988	1,537,500	1,370,755	2,500,145	2,361,562	2,086,990	9.285
Total - - -	13,411,512	9,898,800	10,051,982	14,141,673	17,610,152	13,022,825	57.929
RECAPITULATION.							
Europe - - -	78,786,101	79,587,686	97,705,386	107,425,224	111,214,686	94,909,417	422.185
Asia - - -	34,169,565	37,567,561	35,006,422	37,069,817	38,518,683	36,465,570	162.209
Africa - - -	12,120,873	13,929,534	14,158,157	14,236,682	13,851,187	13,179,247	58.625
America - - -	51,466,106	59,207,441	68,144,215	83,385,951	73,939,895	67,228,721	299.032
Australia - - -	13,411,512	9,898,800	10,051,982	14,141,673	17,610,152	13,022,825	57.929
Grand Total - - -	189,953,957	199,586,822	223,066,162	256,257,347	255,164,603	224,805,778	1,000.000

IMPORTS AND EXPORTS

III.—Account of the Real Value of the various Articles Imported from Foreign Countries into the United Kingdom during each of the 5 Years ending with 1867, specifying the Countries from which they were Imported, and the Value of those Annually received from each; and showing also the Average Amount of our Imports during the said 5 Years from each Country and from each of the 5 great Divisions of the Globe and the Average Proportion Imported from each, supposing the whole Imports to be 1,000.

Countries	1865	1864	1865	1866	1867	Average Annual Amount of Imports, 1865-67	Average Annual Amount Imported from each Country, supposing the whole Imports to be 1,000
EUROPE							
Russia - - - - -	15,419,263	14,712,650	17,383,697	19,631,680	22,286,926	17,885,439	65.297
Sweden - - - - -	3,523,079	3,325,586	4,199,794	4,001,556	4,756,505	3,945,363	14.441
Norway - - - - -	1,231,083	1,572,754	1,454,262	1,611,559	1,721,362	1,518,164	5.566
Denmark - - - - -	1,635,294	1,728,205	2,284,287	2,291,909	2,588,921	2,105,725	7.703
Prussia - - - - -	6,231,503	5,962,919	6,136,205	6,967,751	7,285,519	6,494,199	23.712
Germany - - - - -	8,190,707	9,286,761	10,485,669	12,222,336	11,523,294	10,541,691	37.870
Holland - - - - -	8,661,218	11,660,180	12,413,404	11,768,913	10,822,328	11,065,809	40.520
Belgium - - - - -	5,174,221	6,410,951	7,554,845	7,906,867	7,555,203	6,880,418	25.195
France - - - - -	24,025,717	25,640,755	31,625,251	37,016,754	35,734,803	30,408,648	111.535
Portugal Proper - - -	2,533,809	2,402,206	2,471,801	2,517,828	2,621,541	2,570,087	8.679
Azores - - - - -	318,644	342,052	357,764	368,571	327,551	342,916	1.256
Madeira - - - - -	20,279	17,261	20,669	32,030	48,096	27,667	.101
Spain - - - - -	4,844,244	5,879,705	4,769,277	5,555,133	6,088,589	5,426,966	19.875
Gibraltar - - - - -	69,150	117,039	149,729	106,017	67,729	101,151	.370
Italy - - - - -	2,783,617	2,695,182	2,994,253	3,825,535	3,106,714	3,080,616	11.281
Austrian Territories -	451,048	369,225	677,521	1,369,831	1,205,660	814,857	2.994
Malta - - - - -	135,565	128,015	85,993	115,828	84,471	114,136	.418
Ionian Islands - - -	189,827	182,259	276,176	202,355	360,890	246,868	.908
Greece - - - - -	980,455	740,555	795,469	675,965	885,795	815,239	2.985
Turkey - - - - -	5,905,057	6,044,745	5,754,075	5,718,575	4,577,414	5,599,925	20.506
Channel Islands - - -	648,508	837,258	414,591	430,700	404,083	546,588	2.003
Total - - - - -	89,500,375	99,962,780	112,092,483	124,225,981	121,852,281	109,526,368	401.073
ASIA							
Syria and Palestine - -	121,873	260,569	74,222	157,908	150,841	149,087	.546
Arabia and Persia - -	34,886	76	17,955	28,257	35,892	25,555	.086
East Indies and Ceylon -	54,061,625	57,657,244	45,502,753	41,818,417	30,169,606	45,405,931	166.271
China and Japan - - -	15,536,242	17,178,895	19,180,616	11,445,757	9,895,972	15,436,580	55.712
Java and Sumatra - - -	32,417	16,749	226	8,122	13,773	12,963	.045
Philippine Islands - - -	1,592,198	854,435	1,255,904	1,196,557	760,214	1,091,461	3.996
Total - - - - -	71,188,939	75,967,878	56,779,676	54,635,074	41,025,553	59,918,584	219.416
AFRICA							
Egypt - - - - -	16,505,896	19,607,590	21,778,742	15,368,824	15,512,486	17,754,667	65.016
Morocco - - - - -	427,834	274,245	412,880	366,082	241,592	341,088	1.260
West Coast of Africa - -	1,750,891	1,486,996	1,989,085	2,764,586	2,459,797	2,006,272	7.547
Cape of Good Hope and Natal -	1,919,845	1,975,875	2,415,485	2,719,525	2,741,285	2,560,592	8.643
East Coast of Africa - -	31,405	75,255	121,657	106,420	71,148	81,415	.298
St. Helena and Ascension -	16,267	10,668	47,518	15,250	27,005	27,025	.135
Mauritius - - - - -	1,986,270	1,589,769	1,246,299	1,350,218	889,812	1,408,475	5.158
Algeria - - - - -	164,204	157,467	90,505	48,405	35,557	82,788	.305
Total - - - - -	22,745,615	25,105,658	28,152,350	21,517,108	22,096,680	24,075,088	88.160
AMERICA							
British North American Colonies -	8,341,564	6,930,508	6,484,050	6,992,667	6,864,985	7,102,745	26.009
West Indies - - - - -	7,092,758	9,161,963	5,422,024	4,685,980	4,375,858	6,147,715	22.512
Guiana - - - - -	1,619,720	1,985,270	1,769,485	1,752,680	1,580,767	1,741,574	6.377
Haiti - - - - -	276,610	251,410	250,287	248,128	245,669	249,987	.915
Foreign West Indies - -	4,171,919	6,441,945	5,919,541	3,105,957	4,475,051	4,742,349	17.366
United States of America -	19,572,035	17,925,678	21,624,091	46,854,518	41,045,272	29,405,918	107.674
Mexico - - - - -	2,294,537	3,129,354	3,216,924	315,478	315,168	1,855,848	6.789
Central America - - -	785,791	890,517	938,801	800,258	984,667	861,623	3.156
Colombia - - - - -	876,686	1,892,632	1,829,019	1,665,589	1,176,878	1,526,162	5.589
Brazil - - - - -	4,401,000	7,021,121	6,707,241	7,537,723	5,902,011	6,289,835	23.033
La Plata and Uruguay - -	2,462,532	2,285,486	2,265,340	2,615,263	2,134,079	2,351,780	8.612
Chili - - - - -	2,288,862	3,162,411	3,798,545	2,945,242	4,417,568	3,522,091	12.165
Peru - - - - -	3,824,224	2,809,475	4,155,176	5,195,872	5,811,405	5,564,880	19.054
Falkland Islands - - -	17,114	14,987	21,051	25,838	10,659	17,516	.064
Total - - - - -	58,305,460	63,810,374	65,767,803	82,630,522	77,567,977	69,176,027	253.515
AUSTRALIA							
West and South Australia, Victoria, New South Wales, Queensland, Tasmania, and New Zealand	7,160,666	10,039,532	10,275,113	11,425,268	12,854,511	10,356,138	37.925
South Sea Islands - - -	19,967	18,210	26,530	62,521	26,533	30,775	.115
Total - - - - -	7,180,633	10,057,742	10,299,943	11,485,589	12,910,546	10,386,911	38.056
RECAPITULATION.							
Europe - - - - -	89,500,375	99,962,780	112,092,483	124,225,981	121,852,281	109,526,368	401.073
Asia - - - - -	71,188,939	75,967,878	56,779,676	54,635,074	41,025,553	59,918,584	219.416
Africa - - - - -	22,745,615	25,105,658	28,152,350	21,517,108	22,096,680	24,075,088	88.160
America - - - - -	58,305,460	63,810,374	65,767,803	82,630,522	77,567,977	69,176,027	253.515
Australia - - - - -	7,180,633	10,057,742	10,299,943	11,485,589	12,910,546	10,386,911	38.056
Grand Total - - - - -	248,919,920	274,952,172	271,072,285	295,290,774	275,185,137	273,085,378	1,000.000

IMPORTS AND EXPORTS

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IV.—Account of the Real Value of the various Articles Imported from Foreign Countries into the United Kingdom during each of the 5 years ending with 1873, specifying the Countries from which they were Imported, and the Value of those Annually received from each; and showing also the Average Amount of our Imports during the said 5 years from each Country and from each of the 5 great Divisions of the Globe; and the Average Proportion Imported from each, supposing the whole Imports to be 1,000.

Countries	1869	1870	1871	1872	1873	Average Annual Amount of Imports 1869-73	Average Annual Proportion Imported from each supposing the whole Imports to be 1,000
EUROPE							
Russia	18,051,233	21,784,986	25,011,883	25,182,370	22,559,965	22,557,947	68.061
Sweden	4,498,384	6,599,435	5,438,992	6,724,005	7,739,744	6,160,112	18.603
Norway	1,853,161	2,193,458	2,128,150	2,367,302	2,917,033	2,297,821	6.939
Denmark	2,236,952	2,033,429	2,538,598	2,618,337	3,521,139	2,949,683	8.981
Germany	18,354,014	15,404,218	19,265,519	19,231,873	19,426,451	18,155,975	53.673
Holland	19,739,807	14,515,717	15,970,036	15,108,473	1,472,444	15,481,156	40.711
Belgium	9,291,403	11,847,864	15,573,274	15,211,044	15,075,186	12,099,734	36.540
France	33,527,580	37,607,514	29,848,488	41,800,444	45,532,534	37,527,832	112.421
Portugal Proper	2,857,287	3,165,528	3,939,702	4,327,647	4,306,052	3,757,199	11.286
Azores	349,759	315,050	363,081	340,470	264,083	322,089	.972
Madrid	53,359	55,747	91,356	83,819	67,305	70,609	.215
Spain	6,346,741	6,067,018	7,739,441	9,216,890	10,973,231	8,072,650	21.439
Gibraltar	112,499	59,673	78,879	104,116	92,965	89,615	.270
Italy	5,898,165	5,813,605	4,624,278	4,159,161	3,831,091	4,091,260	12.355
Austrian Territories	2,276,866	1,104,662	1,238,428	911,607	869,453	1,280,187	3.866
Malta and Gozo	162,181	119,573	157,518	188,017	301,968	185,792	.573
Greece	1,546,069	1,279,525	2,030,270	1,098,135	1,736,615	1,714,232	5.177
Turkey	5,488,815	4,662,035	4,819,518	2,894,998	3,469,777	4,267,209	12.886
Channel Islands	459,817	437,389	509,110	612,551	551,009	516,235	1.560
Total	124,256,815	133,135,922	137,399,998	150,484,507	152,796,671	139,614,383	421.614
ASIA							
Syria and Palestine	2,258,117	1,975,954	2,218,992	2,545,531	2,599,148	2,519,152	7.004
Arabia and Persia	..	13,632	40,863	6,767	10,991	11,451	.044
East Indies and Ceylon	39,644,324	31,433,900	37,038,427	41,326,282	38,592,267	37,588,168	113.510
China and Japan	10,285,512	9,775,512	11,975,737	15,005,738	13,061,199	11,721,521	33.598
Java and Sumatra	221,697	259,846	470,284	733,281	436,163	434,844	1.285
Philippine Islands	1,447,078	1,276,588	1,455,518	1,433,480	1,476,575	1,417,812	4.281
Total	53,856,728	44,733,535	53,198,831	59,851,749	56,089,204	53,486,009	161.520
AFRICA							
Egypt	16,821,892	14,199,270	16,528,251	16,597,817	14,706,440	15,690,734	47.584
Morocco	365,055	238,769	419,537	685,910	970,306	535,565	1.611
West Coast of Africa	2,755,419	2,095,566	5,109,175	2,936,027	2,867,810	2,848,359	8.602
Cape of Good Hope and Natal	2,725,814	2,875,910	2,838,487	5,717,465	4,120,915	3,259,524	9.845
East Coast of Africa	120,958	66,811	157,968	128,566	97,127	111,274	.343
St. Helena and Ascension	4,325	5,536	8,669	19,221	1,614	7,557	.025
Mauritius	667,515	871,577	833,386	1,579,565	1,275,910	1,027,153	3.138
Algeria	77,669	250,571	415,307	558,618	438,784	509,890	.936
Total	23,518,677	21,077,440	24,559,109	29,983,879	24,076,806	23,803,180	71.882
AMERICA							
British North America Colonies	7,734,531	8,515,564	9,291,797	9,150,919	11,727,851	9,880,992	28.924
West Indies	6,211,110	6,082,503	7,119,879	6,659,792	6,708,719	6,762,261	19.817
Guiana	75,530	108,884	166,116	174,980	188,198	112,422	.450
Haiti and St. Domingo	181,557	230,532	218,559	389,661	539,002	272,002	.820
Foreign West Indies	4,912,259	5,429,631	7,705,415	5,393,489	5,182,858	4,731,136	14.287
United States of America	42,575,947	49,804,835	61,131,463	44,665,918	71,471,195	55,929,557	168.900
Mexico	350,570	299,813	597,534	453,294	499,532	398,135	1.204
Central America	1,114,504	1,034,277	1,061,611	1,126,117	1,363,999	1,144,101	3.455
Colombia	1,187,418	988,194	1,101,854	1,441,856	1,155,005	1,118,870	3.379
Brazil	7,312,487	6,127,448	6,693,426	9,450,249	7,399,974	7,396,717	22.337
La Plata and Uruguay	2,094,467	2,494,105	3,222,598	5,325,945	5,844,091	2,997,801	9.052
Chili	5,634,717	5,828,225	5,798,561	5,391,783	4,764,195	4,763,456	13.056
Peru	4,319,389	5,143,407	4,319,086	6,437,136	6,209,576	5,145,760	15.340
Falkland Islands	10,082	100,014	77,079	118,226	47,492	70,578	.213
Total	81,680,693	90,237,532	101,537,408	103,047,623	121,061,985	99,513,908	300.514
AUSTRALIA							
West Australia	88,094	101,066	115,011	150,840	162,085	123,426	.372
South Australia	1,278,639	1,212,640	1,408,301	2,050,087	3,214,809	1,918,883	5.794
Victoria	5,372,208	5,778,911	5,514,015	5,982,874	5,745,111	5,614,830	17.046
New South Wales	2,992,765	3,719,330	3,650,100	3,710,047	3,696,019	3,531,692	10.732
Queensland	247,584	723,882	695,744	690,749	871,255	706,039	2.132
Tasmania	315,883	311,423	270,778	276,537	468,579	375,569	1.128
New Zealand	1,554,128	2,131,930	2,527,297	2,661,732	3,149,978	2,406,727	7.266
Total	12,147,501	14,075,264	14,520,143	15,625,866	17,262,706	14,786,256	44.470
RECAPITULATION.							
Europe	124,256,815	133,135,922	137,399,998	150,484,507	152,796,671	139,614,383	421.614
Asia	53,856,728	44,733,535	53,198,831	59,851,749	56,089,204	53,486,009	161.520
Africa	23,518,677	21,077,440	24,559,109	29,983,879	24,076,806	23,803,180	71.882
America	81,680,693	90,237,532	101,537,408	103,047,623	121,061,985	99,513,908	300.514
Australia	12,147,501	14,075,264	14,520,143	15,625,866	17,262,706	14,786,256	44.470
Grand Total	295,460,214	305,257,493	331,015,480	350,093,624	372,287,372	331,142,836	1000.000

ance includes assurance, and the term *policy* includes every writing whereby any contract of insurance is made, or agreed to be made, or is evidenced; and, except as hereinafter mentioned, this Act does not apply to policies of sea insurance.

In consequence of the growing distrust of life insurance companies engendered in the public mind by the late failures or embarrassments of certain companies, the Legislature, by the Life Assurance Companies Act of 1870, has passed some stringent regulations for the protection of insurers and shareholders. Thus clause 3 provides that every company commencing life insurance business within the United Kingdom after the passing of this Act must deposit 20,000*l.* with the Accountant-General of the Court of Chancery till its life assurance fund accumulated out of premiums shall have amounted to 40,000*l.* Sec. 4 provides that any new company transacting business other than that of life assurance must keep a separate account and form a separate fund of all its receipts in respect of its life assurance and annuity contracts. Companies are to furnish certain annual accounts, printed and duly signed, to the Board of Trade in the forms appended to the Act, besides actuarial reports and abstracts every five years from new companies and every ten years from the old ones, and a copy of the printed statement, abstract, or other document is to be sent, by post or otherwise, by the company on application to every shareholder and policyholder. Amalgamations of companies or transfers of business by purchase from one company to another are to be conducted after due publication in the *Gazette*, with the approval of the Board of Trade, but not against the will of one-tenth of the policyholders, and must be confirmed by the Court of Chancery in England or Ireland or Court of Session in Scotland as the situation of the company may require. Penalties for non-compliance with the Act are also provided, and the companies may, in consequence of obstinate disobedience or insolvency, be wound up. The Board of Trade, by sec. 24, to lay annually before Parliament the statements and abstracts of reports deposited with them under the Act during the preceding year.

The Life Assurance Companies Act of 1870, has been amended by that of 1871 (34 & 35 Vict. cap. 58), by the substitution of the Court of Chancery for the Accountant-General of that Court, as the recipient of the deposit required by sec. 3 of the former statute. And the Life Assurance Companies Amendment Act of 1872, 35 & 36 Vict. c. 41, enacts that the deposit shall be deemed on the incorporation of the company as part of its assets, and, till its return to the company, as part of its life assurance fund. Power is given to the Board of Trade to revoke, alter, and add to the rules, as to the payment and repayment of this deposit. The latter Act provides also for the winding up of any subsidiary company in conjunction with the principal company, to which its business has been transferred, and lays down the following rules for the valuation of annuities and policies in such cases, viz.:—

Rule for Valuing an Annuity. An annuity shall be valued according to the tables used by the company which granted such annuity at the time of granting the same, and where such tables cannot be ascertained or adopted to the satisfaction of the court, then according to the table known as the Government Annuities Experience Table, interest being reckoned at the rate of four per centum per annum.

Rule for Valuing a Policy. The value of the

policy is to be the difference between the present value of the reversion in the sum assured on the decease of life, including any bonus or addition thereto made before the commencement of the winding up and the present value of the future annual premiums.

‘In calculating such present values the rate of interest is to be assumed as being four per centum per annum, and the rate of mortality as that of the tables known as the Seventeen Offices Experience Tables.

‘The premium to be calculated is to be such premium as according to the said rate of interest and rate of mortality is sufficient to provide for the risk incurred by the office in issuing the policy, exclusive of any addition thereto for office expenses and other charges.’

The following Table extracted from Consul Annesley's Report of October 19, 1874, exhibits the extent to which Marine Insurance is carried on in Hamburg:—

Year	Sums Insured by Hamburg Companies	Sums Insured by private Underwriters & Agents	Total
1868	£ 46,266,569	£ 9,177,274	£ 55,443,843
1869	46,777,024	9,940,748	56,717,772
1870	49,744,578	12,939,985	62,684,563
1871	64,954,400	18,925,548	83,879,948
1872	75,778,116	27,769,304	103,547,420
1873	61,235,755	27,781,975	89,017,708

INTEREST AND ANNUITIES. The National Debt Commissioners are authorized by Act of 1873 to send their warrants or cheques for payment of annuities per post.

INVENTIONS. [PATENTS.]

IRON. The value of the imports of iron, chiefly from Sweden and Belgium, into the United Kingdom in 1874 were as follows, viz.:—

In Bars unwrought	£ 1,058,590
Iron and Steel wrought or manufactured	1,325,776
	£ 2,384,366

as against 1,997,521*l.* in 1873, and 711,626*l.* in 1860. [See PYRITES.]

The value of the exports of iron and steel, the produce of the United Kingdom, in 1874 was as follows, viz.:—

Iron, Old (for re-manufacture)	£ 215,381
" Pig and Puddled	3,673,774
" Bar, Angle, Bolt, and Rod	3,054,517
" Railroad of all sorts	9,638,256
" Wire	769,927
" Hoops, Sheet, and Boiler Plates	2,975,409
" Tinned Plates	3,714,810
" Cast or Wrought, and all other Manufactures	5,192,588
" Steel Unwrought	1,205,719
" Manufactures of Steel, or of Steel and Iron combined	791,905
	£ 31,190,256

as against 37,781,239*l.* in 1873; and 13,689,648*l.* in 1860.

ITALY. Embodied in the Report of March, 1875, by Mr. Herries, late Secretary of Legation at Rome, is the following table, showing the extent of the foreign trade of the Kingdom of Italy in 1873 and 1874. (See statement on p. 41.)

The value of the imports exceeded that of the exports by 319,535,796 lire in 1874, and by 154,285,911 lire in 1873.

[See articles CIVITA VECCHIA, GALLIPOLI, GENOA, LEGHORN, MESSINA, NAPLES, PALERMO, and VENICE, in this Dictionary, or in this Supplement.]

Statement of the Value in Italian lire of the Articles Imported into and Exported from Italy in the several classes of the Tariff, in each of the two Years 1873 and 1874.

	Value of Imports		Value of Exports	
	1873	1874	1873	1874
	<i>Lire.</i>	<i>Lire.</i>	<i>Lire.</i>	<i>Lire.</i>
Beverages, oil, &c.	66,074,150	69,706,145	150,173,050	115,601,415
Colonial produce, drugs, chemicals, dye-stuffs, &c.	107,176,526	155,729,515	55,168,199	57,614,462
Fruit, &c.	10,837,911	11,309,914	55,807,509	51,831,894
Provisions, &c.	29,678,137	24,665,155	22,287,503	27,054,287
Fish	18,917,753	21,968,140	2,525,080	2,570,500
Animals	12,868,115	16,062,790	44,769,065	25,871,729
Hides and leather	60,258,071	48,582,521	15,879,789	14,963,085
Hemp, flax, and their manufactures	35,704,405	33,832,971	45,155,403	42,788,880
Cotton and manufactures	185,239,749	177,386,213	7,751,495	18,295,052
Wool, hair, and ditto	80,911,002	81,837,146	7,020,085	9,515,945
Silk and ditto	155,602,639	145,078,294	441,795,015	310,656,918
Cereals, flour, and paste	124,919,884	126,885,461	90,719,115	49,886,181
Timber and wood	55,441,504	55,791,458	27,554,149	25,335,894
Paper and books	8,890,952	7,828,286	7,522,212	6,104,280
Mercury and hardware	109,170,767	111,230,424	107,754,693	98,509,045
Metals, common	49,139,846	32,502,776	19,235,759	18,735,696
Gold and silver, and precious stones	35,586,908	17,277,264	5,695,145	10,931,117
Stones and earths	56,915,749	55,245,095	48,951,774	44,499,285
Pottery and glass	18,018,187	16,856,540	1,655,721	26,546,490
Tobacco	21,756,887	29,587,340	531,819	9,581
Total	1,287,829,774	1,301,991,328	1,155,543,863	985,458,552

The imports from Italy into the United Kingdom in 1874, were valued at 3,634,360*l.*, and our total exports to Italy in the same year are set down at 7,763,644*l.*, of which 6,869,609*l.* was for British and Irish produce.

JAPAN. The total value in 1874 of the imports into the United Kingdom from Japan was 573,136*l.*, as against 561,390*l.* in 1873, and the total value in 1874 of our exports to Japan was 1,364,127*l.* in 1874, as against 1,884,145*l.* in 1873.

JOINT STOCK COMPANIES. [COMPANIES.]

JUTE. The value of the jute imported into the United Kingdom (chiefly from Russia) in 1874 was 3,553,179*l.*, as against 3,619,989*l.* in 1873, and 660,913*l.* in 1860. The value of the jute manufactures and jute yarn exported from the United Kingdom in 1874 was 1,679,766*l.* of the first, and 245,784*l.* of the second, as against 212,157*l.* for both in 1861. [See **FLAX AND HEMP AND LINEN.**]

KONIGSBERG. Mr. Consul Hertset, in his Report for 1874, states that the trade of Konigsberg-Pillau in that year has been very large. The total number of ships which arrived at the port was 2,266 of 556,410 tons, as against 2,176 ships of 484,048 tons in 1873. Of the arrivals in 1874, 394 were British ships of 132,363 tons, of which number 178 were steamers.

LEAD. The value of the lead imported into the United Kingdom in 1874 was 1,411,988*l.*, as against 1,535,925*l.* in 1873, and 468,435*l.* in 1860.

LEATHER. [See **GLOVES, IMPORTS OF.**] The value of the exports of leather, the produce of the United Kingdom, in 1874, chiefly to Germany, Holland, Australia, South Africa, and Central and South America, was as follows, viz.:—

Leather unwrought	£
— Wrought Boots and Shoes	1,319,365
Other sorts	1,574,392
Saddlery and Harness	391,796
	465,464
	23,548,925

as against 3,516,875*l.* in 1873.

LEEWARD ISLANDS. [COLONIES.]

LEGAL TENDER is defined in the following terms by sec. 4 of the Coinage Act of 1870, 33 Vict. c. 10:—

Legal Tender.—A tender of payment of money,

if made in coins which have been issued by the Mint in accordance with the provisions of this Act, and have not been called in by any proclamation made in pursuance of this Act, and have not become diminished in weight, by wear or otherwise, so as to be of less weight than the current weight; that is to say, than the weight (if any) specified as the least current weight in the first schedule to this Act, or less than such weight as may be declared by any proclamation made in pursuance of this Act, shall be a legal tender—

In the case of gold coins for a payment of any amount:

In the case of silver coins for a payment of an amount not exceeding forty shillings, but for no greater amount:

In the case of bronze coins for a payment of an amount not exceeding one shilling, but for no greater amount.

Nothing in this Act shall prevent any paper currency which under any Act or otherwise is a legal tender from being a legal tender.

LEITH. For an account of this port see article Docks in the Dictionary, sub-head *Leith*. The value of the exports in 1874 of the produce of the United Kingdom from this port was 3,825,400*l.* In the same year her chief imports were corn, provisions, spirits, wines, and wool.

In 1874 there entered this port from foreign countries and British possessions and coastwise 3,588 vessels of 777,995 tons. The customs duties collected at this port in 1874 amounted to 351,750*l.* The population of Leith in 1871 was 44,277. [Imports and Exports.]

LEMONS. See **ORANGES AND LEMONS.**

LETTERS. In the Postmaster-General's 21st Report it is stated that in 1874 there were 967,000,000 letters delivered in the United Kingdom, while in 1839 there were less than 83,000,000. [Postage.]

LICENSES. The 32 & 33 Vict. c. 14 s. 17 (to operate from January 1, 1870) repealed—

The duties on licenses to keep, use, and let hackney carriages within the limits of the Metropolitan district and the City of London, and also the weekly duties payable in respect of such hackney carriages.

The duties on licenses to keep, use, and employ stage carriages in Great Britain, and also the mileage duty payable in respect of such stage carriages. [CARRIAGES; HORSES.]

The excise licenses for selling tea, coffee, cocoanuts, chocolate, or pepper.

The duties on licenses to be taken out by persons who shall let horses for hire in Great Britain; and the duties on licenses to let to hire horses for the purpose of travelling post by the mile, or from stage to stage, in Ireland; and the same Act imposes a license duty of 10s. 6d. after that date for every horse or mule kept in Great Britain and used for draught or riding, as well as other license duties for male servants, carriages, and armorial bearings.

The duties on the following licenses are repealed by 33 & 34 Vict. c. 82, viz. :—

Foot hawkers in Great Britain and Ireland.

Paper makers.

Soap makers.

Still makers in Scotland and Ireland.

Vendors of playing cards.

And the same Act declares a plate license to be unnecessary for the sale of watch-cases by the maker, and that an auctioneer's license is not necessary for the sale of fish on the seashore where the same shall have been first landed. It also provides that no person shall be required to take out a license under 32 & 33 Vict. c. 14 for any horse or mule kept by him solely for the purposes of husbandry, on account of such horse or mule being used or employed in drawing materials for the repair of roads and highways of the parish of which he is a rated occupier, and whether for hire or otherwise.

The 33 & 34 Vict. c. 57 imposes a yearly license duty of 10s. to be paid by every person who shall use or carry a gun in the United Kingdom, except those in the naval, military, or volunteer services, those having licenses to kill game, or persons carrying the guns of those having licenses, occupiers of land carrying guns to scare birds or kill vermin, or any gunsmith or his servant, or any carrier carrying a gun in the ordinary course of his business or trade.

By the 24th section of Customs and Inland Revenue Act of 1871 horses used in the militia, yeomanry, and volunteer services are exempted from duty, and husbandry carts and horses used on Sundays and holidays to go to Divine worship are exempted by 35 & 36 Vict. c. 20.

Duties on licenses for horses and horsedealers were repealed in 1874.

Hotel-keepers are exempted from the license duty for servants by 36 Vict. c. 18.

Pawnbrokers' licenses are fixed at the uniform rate of 7l. 10s. per annum, by Act of 1872.

Early-closing licenses are sanctioned by the Intoxicating Liquors Act of 1874. [See *ALB* and *BEER*.]

And spirit-grocers' and beer-dealers' licenses, in Ireland, are to expire on October 10 instead of July 5.

By Customs and Inland Revenue Act of 1875, brewers' licenses are fixed at 12s. 6d.; medicine licenses at 5s.

Wine dealers' licenses are to extend to and include sweets.

LIGHTHOUSES. Annexed is an account made up from the Admiralty List of Lights for 1875, to complete the account given on pp. 825-835 of the Commercial Dictionary. (See *Tables annexed*.)

The Order in Council of August 9, 1872, relative to 'Light Dues—Depiford Strond,' contains the following provisions, viz. :—

'1. That on and after October 1, 1872, the duties for all General Passing Lights, under the management of the three General Lighthouse Authorities, shall be payable by coasting vessels

LIGHTS, BUOYS, AND BEACONS

once only for the whole voyage out and home, subject, however, to the abatement or discount hereinafter mentioned.

'2. That on and after the said October 1, 1872, the abatement or discount to be allowed upon the amount of tolls payable by virtue of the three hereinbefore-recited Orders in Council, and of this Order in Council, shall be fifty-five per centum, and no more.'

LIGHTS, BUOYS, AND BEACONS. In the *Times* of August 2, 1875, the following translation is given of a new law of the Netherlands abolishing all dues for lights, buoys, and beacons:

'Law of the 3rd of June, 1875, abolishing Light, Buoy, and Beacon Dues, and further regulating the Measurement of Sea-going Vessels.

'We, William III., by the grace of God King of the Netherlands, Prince of Orange Nassau, Grand Duke of Luxemburg, &c.

'To all who shall see these presents or hear them read, send greeting and make known:

'That whereas we have considered it desirable to abolish the dues on lights, buoys, and beacons, and to make new regulations for the measurement of sea-going vessels.

'Considering the laws of the 13th August, 1849 (*Official Gazette*, No. 40), and the 14th July, 1855 (*Official Gazette*, No. 105):

'And having further heard the Council of State, and in common consent with the States General, we have concluded and decided, and do now conclude and decide by these presents.—

'Article 1.—The levying of light, buoy, and beacon dues according to the law of the 13th of August, 1849 (*Official Gazette*, No. 40), is abolished.

'For the buoying, lighting, or beaconing of the channels to which the said law applies no payment is to be claimed, with the exception of

'a. Light dues in particular places levied for harbour lights, not lighted in the interest of general navigation, but solely for the navigation to those places.

'b. Beacon dues for the beaconing of creeks and small channels leading to particular places, and only of use for the navigation to the said places.

'Article 2.—Owners or masters of sea-going vessels, which are bound to be provided with an ordinary Netherlands register, according to the law of the 28th of May, 1869 (*Official Gazette*, No. 96), must cause the said vessels to be measured by the officers appointed for the purpose at the place where the vessel is lying whenever it may be required.

'Article 3.—The unit of ships' measurement is the cubic metre.

'The certificate of measurement to be delivered to the master states the contents of the vessel according to the above unit of measurement, and also in tons register of 2.83 cubic metres. A general administrative regulation further provides for the measurement of vessels according to the system of Moorsom and the transition to that system, and also determines the period at which the provisions of the present article come into operation.

'Article 4.—From the time determined, according to the last clause of the foregoing article, the consular dues at present levied on the ton of one and a half times the cube of the metre will be levied according to the scale of one cubic metre. The tariff of fees will accordingly be so modified by a general regulation as not to be increased by the change of unit or system of measurement.

Account of the British and Irish Lighthouses and Floating Lights, from the Official Statement published by the Admiralty, corrected to 1875.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, Fix. & Fl., Int., Alb., Revolving	Interval of Revolution or Flash	Miles seen in clear weather	Colour or any Peculiarity of Lighthouse or Vessel	Height in feet, Centre of Lantern above High Water	Height in feet of building from base to vane	Year first lighted
ENGLAND, SOUTH COAST											
Scilly Isles:											
Bishop Rock	The south-western of group.	49 52 23	6 26 40	1	P.	..	16	Circular Grey granite	110	147	1858
St. Agnes	Summit of Island	49 53 33	6 20 38	1	Rev.	Every minute	17	Circular White	138	74	1680
Seven Stones	Light Vessel, in 40 fathoms, E. side of Rocks	50 3 37	6 4 37	2	F.	..	10	Red; carries a ball at each masthead.	M. 38 F. 20	..	1841
Longships	On highest Rock, off Land's End	50 3 58	5 44 45	1	F.	..	16	Circular grey granite	110	..	1795
Penzance	S. Pier Head, outer part, E. extension.	50 7 0	5 51 0	1	F.	..	10	White	35	22	1817
Wolf	On Rock	49 56 43	5 48 27	1	Rev.	Every half minute	16	Circular Grey granite	110	143	1870
Lizard	On Cliff - E.	49 57 39	5 12 6	2	F.	..	21	Octagonal White	E. 229 W. 232	61 each	1751
	S. Anthony Point	50 8 0	5 1 0	2	Rev.	Every 20 seconds	13	Octagonal White Granite	74 35	62	1835
Falmouth	Prince of Wales Breakwater 240 yds. beyond low water	..	..	1	F.	..	..	..	..	..	1860
Eddystone	On Rock	50 10 49	4 15 53	1	F.	..	15	Circular, Red and White in alternate horizontal bands	72	89	1703
	On W. end of Breakwater	50 20 2	4 9 27	2	F.	..	9	Circular Gray granite	63 48	76	1844
Plymouth	Mill Bay, end of Pier W. Barbican Pier Head	50 22 0	4 7 0	1	F.	..	..	..	..	..	1822
Start Point	140 yds inside of S.E. extreme of Point Kingswear or North side of Harbour	50 13 18	5 38 28	2	Rev.	Every minute	20	Circular White	204	92	1836
	110 feet in advance	50 20 20	5 35 10	1	F.	..	11	Hexagonal tower	85	36	1864
Dartmouth	S. part of town near Coastguard Station	..	..	1	F.	..	..	On a flagstaff	70	..	..
Torbay:											
Brixham	Pier Head 600 or 700 feet from land	50 24 0	3 30 0	1	F.	..	6	On an Iron Stand	20	..	1870
	Pier Head of Inner Harbour	50 27 30	3 31 0	1	F.	..	5	Ditto	115	..	1892
Torquay	Pier Head of outer Harbour	..	..	1	..	..	5	..	..	..	1870
Teignmouth	S.W. end of Denn	50 29 35	3 29 36	1	F.	..	6	Limestone tower, on South-west end of Denn	54	37	1845
Lyme Regis	Inner Pier Head and Custom House	50 43 30	2 55 52	2	F.	..	4 each	Iron Stand Lamp on Custom House	12 21	..	1855
	Near the Bill	50 51 22	2 26 49	2	F.	..	21	Circular White	210	50	1716
	On extremity of Breakwater	50 51 18	2 27 18	1	F.	..	18	Circular White	156	85	1789
Portland	Shambles Light Vessel, in 15 fathoms, at east end of shoal	..	..	1	F.	..	10	Red, carries a ball	50	..	1851
	On the North Pier	..	..	2	F.	..	..	..	20	..	1867
Weymouth Harbour	Near the beach eastward of Railway Station	..	..	2	F.	..	..	..	50 & 20	..	..
Casquets	Eastern Lighthouse	49 43 17	2 22 42	3	Rev.	Every 20 seconds	15	White	115 ea.	One 45 the others 68	1723
Alderney Island	Braye Harbour, one on Old Pier, the other on a pillar on the site of the old reading room	49 45 20	2 12 6	2	F.	..	5 to 9	..	55 25	..	1859
	St. Peter Port (Old Harbour), Pier Head S. side of entrance Inner Harbour	..	..	1	F.	..	3	Timber White	54	24	1832
	St. Peter Port New Harbour, S. side of entrance, extremity of Castle Cornet Breakwater	49 27 13	2 31 31	1	F.	..	9	Granite Circular Dark	46	40	1867
Guernsey Island	St. Peter Port North Pier Head	..	..	1	F.	..	..	Lamp post	..	..	1873
	S.W. rock of Hameis or Hanoireux Rocks, W. end of Guernsey.	49 26 2	2 42 10	1	Rev.	Every 45 seconds	12	Circular Gray granite	100	117	1862

British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, Fix. & Fl., Int., Alt., Revolving	Interval of Revolution or Flash	Miles seen in clear Weather	Colour or any Peculiarity of Lighthouse or Vessel	Height in feet, Centre of Lantern above High Water	Height in feet of Building from Base to Vane	Year first lighted
Jersey Island	Vergitt Breakwater, Outer End, St. Catherine's Bay	49 15 16	2 0 32	1	F.	..	10 to 12	Octagonal. Iron. White.	60	50	1857
	Gorey Pier Head	..	..	1	F.	..	..	..	55	..	1857
	St. Helier; on Victoria or New South Pier	49 10 29	2 6 45	1	F.	..	6	..	31	..	1838
	St. Helier; Albert or North Pier, just within Pier Head	..	..	1	F.	..	3	Iron Lamp-post.	15	..	1839
	One on Western angle of Albert Pier. The other within on the Esplanade Parapet Upper Pier Road	..	..	2	F.	..	3	Iron Lamp-post.	25 38	..	1867
	..	..	..	1	F.	..	3	Lamp-post, 640 yards E.N.E. of Victoria Pier. Round stone.	46	..	1858
Minquiers	Corbière Rocks, S.W. point of Jersey	49 10 40	2 14 50	1	F.	..	White 17	Black. Two masts, with a ball at each mast-head.	119	62	1874
	Light Vessel, S.W. part of Plateau	48 53 38	2 17 29	2	F.	..	8 or 10	..	39 26	..	1865
Poole	North Side of Entrance	50 41 0	1 56 0	2	F.	..	6	Lamp-post	37 16	..	1848
Needles Channel: Isle of Wight	Outer Needle Rock	50 39 42	1 35 27	1	F.	..	White 14 red 9	Circular. Granite.	80	109	1859
Hurst	Rear of the Point of Fortifications	50 42 26	1 32 56	2	F.	..	13 10	Circular. The higher white. Lower white, with red lantern.	76 46	85 52	1812 1733
Yarmouth	Outer Light near Castle Wall, West Side on outer part of Quay. Inner one in the corner of a house	..	..	2	F.	..	..	..	12	..	1857
Calshot	Light Vessel in 53 fathoms, off Calshot Castle	50 48 0	1 16 0	1	Rev.	Every minute	9	Red; a ball at mast-head.	32	..	1842
Southampton	Royal Pier	50 54 0	1 24 0	2	F.	..	..	Iron posts.	..	..	1841
Ryde	On Pier	..	..	1	F.	..	6 or 7	Lamp-post.	21	..	1852
Sticks Bay	On Pier	..	..	1	F.	..	..	Lamp-post	..	..	1865
Southsea	In Castle	50 47 0	1 5 0	1	F.	..	9	..	51	..	1892
Spit Sand	On Fort	..	..	1	F.	..	..	Small tower	34	..	1866
Horse Sand	On Fort	..	..	1	F.	..	..	..	34	..	1866
Nomans Land	On Fort	..	..	1	F.	..	..	..	38	..	1866
Bradling Haven	On Fort	..	..	1	F.	..	..	Small tower	38	..	1866
Clarence Esplanade	On Pier	..	..	2	F.	..	..	Lamp-post	..	..	1865
Victoria	On Pier	..	..	2	F.	..	..	Lamp-post	..	..	1865
Outer Town	..	..	..	1	F.	..	..	..	..	..	..
Camber	..	..	..	1	F.	..	..	..	..	..	1865
King's Stairs	On Pier	..	..	1	F.	..	..	Lamp-post	..	..	1865
Clarence Victualling Yard	..	..	..	1	F.	..	..	..	..	..	1865
Gosport	Foot of High Street, near Town Hall	..	..	1	F.	..	..	Lamp-post	..	..	1865
Warner	Light Vessel, in 15 fathoms, on eastern part of Shoal	50 43 50	1 4 0	1	Rev.	Every minute	8	Red; a ball at mast-head.	37	..	1854
Nab	Light Vessel, in 5½ fathoms, 1½ miles to the eastward of Nab Rock	50 42 15	0 59 20	2	F.	..	8 6	Red; carries a ball at each mast-head.	Main, 36; Fore, 27	..	1812
St. Catherine, Isle of Wight	On Point	50 51 50	1 17 47	1	F.	..	19	Octagonal. Stone. Castellated.	178	122	1840
Owers	Light Vessel, in 19 fathoms S.E. half a mile from the elbow of the Outer Owers	50 38 50	0 40 0	1	Rev.	Every half minute	10	Red; one mast and carries a ball.	34	..	1788
Littlehampton	N. end of E. Pier	50 48 0	0 32 0	1	F.	..	7	White. Dome green.	30	40	1848
Worthing	On Pier	50 48 30	0 25 0	1	F.	..	..	..	..	..	1862
Shoreham	Within the entrance of Harbour	50 50 0	0 15 0	2	F.	..	10	Graystone.	42 25	38	1825
Brighton	Chain Pier Head	50 49 0	0 8 0	1	F.	..	10	White.	55	22	1824
	Pier Head	..	..	1	F.	..	5	..	..	..	..
	East	..	..	2	F.	..	10	Wooden.	50 17	35	1864
Newhaven	Western Pier	50 47 0	0 3 25	2	F.	..	..	..	..	..	1862
	Eastern Pier	..	..	1	F.	..	5	Wood.	18	..	1862
Beachy Head	Belle Tout, the second Cliff westward of the Head	50 44 15	0 12 58	1	Rev.	Every 2 minutes. 15 seconds bright, 1 minute 45 seconds dark	25	Stone colour Circular. White.	285	47	1828
Royal Sovereign Shoals	..	..	..	..	..	..	..	..	..	..	..
Eastbourne	End of New Pier	50 45 0	0 17 0	1	F.	..	2	A single lamp.	10	..	..

British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, Fl., Int., Alt., Re-voicing	Interval of Revolution or Flash	Miles seen in clear Weather	Colour or any Peculiarity of Lighthouse or Vessel	Height in feet, Centre of Lantern above High Water	Height in feet of Building from Base to Vane	Year first lighted
Hastings	Upper Light on side of W. Hill above Town; Lower on the Beach Fifty yards within Pier Head	50 52 0	0 36 0	2	F.	..	12 5	Octagonal. White.	60 30	20 25	..
	Near Camber, at the N. side of Entrance East side, 36 fathoms from Old Pier Head; also on the Dolphin to show Eastern Pier Head	50 57 0	0 44 0	2	F.	..	5	White.	47 24	24 18	..
	Extremity of Groin, W. Entrance to harbour	..	..	1	F.	..	2 to 3	On a mast. White.	26 19	28	1860
Rye	On the Point, about 4½ yards from H.W. mark	50 54 47	0 38 18	1	F.	..	15	Circular. Red and white horizontal bands. [A beacon mast 50 ft. high, with two large globes on it, stands on the Ness a few yards above high water.]	92	107	1792
Varne Shoal	Light Vessel, in 15 fathoms, near W. end	50 56 18	1 16 20	1	Rev.	Every 20 seconds	10	Red; a ball at masthead.	35	..	1860
Folkestone	S. Pier Head	51 4 0	1 11 35	1	F.	..	6	White.	37 35	31	1848
	Extremity of New Pier	..	..	1	F.	..	6	Iron skeleton.	31	28	1860
	Extremity of Admiralty Pier	..	..	1	F.	..	2	..	..	..	1849
Dover	S. Pier Head	51 7 0	1 19 0	1	F.	..	..	..	..	..	..
	N. Pier	..	..	1	F.	..	5	..	12	..	1842
	West side of Entrance to Granville Dock, about 9 feet from the edge of Wharf near the gates	..	..	1	F.	..	..	Lamp-post.	..	..	1874
South Foreland	On Head	51 8 23	1 22 22	2	F.	..	26 23	High, square low, octagonal; both castellated and white.	372 275	69 49	1793
Deal	On the Iron Pier, 367 yds. from Esplanade	..	..	1	F.	..	..	..	..	..	1855
Goodwin Sands East Side	In 30 fathoms, about 1½ miles from the Sand	51 13 0	1 36 23	1	Rev.	Every 15 seconds	..	Red; a diamond-shaped beacon at mast head, surmounted by a half diamond.	37	..	1874
S. Sand Head	Light Vessel, in 14 fathoms, off S. end of the Sand	51 9 12	1 28 10	1	F.	..	10	Red; carries a ball.	34	..	1832
Gull Stream	Light Vessel, in the Fairway, in 3 fathoms	51 16 30	1 30 0	1	Rev.	Every 20 seconds	7	Red; carries a ball at the masthead.	38	..	1809
N. Sand Head	Light Vessel, in 10 fathoms, off N. end of Sand	51 19 23	1 35 27	3	F.	..	10	Red; carries a ball at each masthead.	F. 25 M. 34 Mx. 20	..	1793
Ramsgate	W. Pier Head	51 19 42	1 25 23	1	F.	..	7	Granite. Circular. Iron pillar.	38	37	..
	E. Pier Head	..	..	1	Fl.	3 seconds light and 5 seconds dark	5	..	25	12	1867
River Thames North Foreland	On Head	51 22 28	1 26 48	1	F.	..	19	White. Octagonal. Stone column.	188	85	1790
Margate	W. end of Pier	51 24 0	1 23 0	1	F.	..	10	Red; carries a ball.	85	70	1829
East End of Tongue Sand	Light Vessel in 10 fathoms	51 29 0	1 19 0	2	F.	..	10 4	Red; carries a ball.	34 10	..	1848
Princes Channel	Light Vessel in 4 fathoms, N. side of Channel between Tongue and Girdler Lights	..	..	1	Rev.	Every 20 seconds	10	Red; carries a ball.	35	..	1836
Girdler Sand	Light Vessel in 19 ft.	51 29 0	1 7 10	1	Rev.	Every half minute	10	Red; carries a ball.	36	..	1848
Nore	Light Vessel, in 5½ fathoms, E. end of Sand	51 29 0	0 48 0	1	Rev.	Every half minute	10	Red; carries a ball.	35	..	1732
Sheerness	Left Demi Bastion, Garrison Point	51 26 48	0 41 42	1	F.	..	5	..	26	..	1859

British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, Fix. & Fl., Int., Alt., Revolving	Interval of Revolution or Flash	Miles seen in clear Weather	Colour or any Peculiarity of Light-house or Vessel	Height in feet, Centre of Lantern above High Water	Height in feet of Building from Base to Vane	Year first lighted
ENGLAND, EAST COAST.											
River Thames continued:											
Sea Reach	Southend Pier Head	..	..	1	P.	..	..	..	..	..	1840
	Chapman Head	..	..	1	F.	..	11	Red ; on piles.	40	74	1849
	Mucking Flat	..	..	1	F.	..	11	Red, with white band under the lantern ; on piles.	40	71	1849
Northfleet	India Arms Wharf	..	..	1	F.	..	12	Lantern on iron frame, red.	48	53	1859
Mouse	Light Vessel, in 4 fathoms, W. end of Sand	51 52 0	1 0 0	1	Rev.	A flash every 20 seconds	10	Red ; carries a ball.	35	..	1858
Maplin	S.E. part of Sand	51 55 0	1 3 0	1	F.	..	10	Red ; screw piles.	36	69	1858
Swin, Middle	Light Vessel, in 6 fathoms, W. end of Sand	51 39 0	1 7 0	1	Rev.	Every minute	10	Red ; carries a ball.	36	..	1857
Gunfleet	S.E. part of Sand	51 45 50	1 20 0	1	Rev.	Every 30 seconds	10	Red ; on piles of six sides.	41	72	1850
Sunk	Light Vessel, in 9½ fathoms, Fairway of E. Swin	51 49 28	1 31 8	1	Rev.	Every 45 seconds	10	Red ; carries a half ball over a ball.	35	..	1802
Kentish Knock	Light Vessel, in 11 fathoms, E. Side of Sand	51 40 7	1 40 30	1	Rev.	Every minute	10	Red ; carries 2 balls vertical.	35	..	1840
Galloper	Light Vessel, in 20 fathoms, S.W. part of Shoal	51 45 0	1 56 0	2	F.	..	10	Red ; carries a ball at each mast-head, White ; on piles.	35 each	..	1803
Harwich	On the shore or Inner Ridge abreast Dover-court	..	..	2	F.	..	12 9	White ; on piles.	45	..	1863
	N. Jetty extremity 267 yards from extremity of Land-guard Point	51 56 15	1 19 0	1	F.	..	5	Lantern on timber frame, white.	35	38	1848
Cork	Light Vessel, in 4½ fathoms, Near ledge	51 56 0	1 25 0	1	Rev.	Every half-minute	10	Red ; carries a ball.	55	..	1844
Shipwash	Light Vessel, in 9 fathoms, Off N.E. end of Sand	52 1 30	1 38 0	1	F.	..	10	Red ; carries a ball.	34	..	1837
Orfordness	On the Ness	52 5 0	1 31 30	2	F.	..	17 14	High, circular. Low, sixteen-sided. Red and white horizontal bands.	91 60	99 72	1792
Kessingland or Pakefield Gat	CHIFF N.E. side of Kessingland Flash-houses	52 21 50	1 43 50	1	F.	..	..	..	68	..	1867
Lowestoft	Harbour Pier Heads	..	..	2	F.	..	..	..	..	..	1847
	High Light on CHIFF	52 29 14	1 45 24	1	Rev. F.	Every half-minute	16	White.	125	55	1609
Corton	Low Lighthouse on the Ness is S. 27° E. 887 yards from the High Lighthouse	..	..	1	F.	..	11	White.	40	48	1866
Corton	Light Vessel, in 12½ fathoms, Outside Corton Patch	52 31 30	1 49 30	1	Rev.	Every 20 seconds	10	Red ; a half ball under usual ball at the mast-head	57	..	1862
	Light Vessel, in 5½ fathoms, Inner end of Channel	52 34 20	1 47 0	2	F. Fl.	Every 10 seconds	10 4	Red ; carries a ball.	M. 36 Mz. 16	..	1837
Yarmouth	Gorleston S. Pier	52 54 25	1 44 20	1	..	..	2	..	..	..	1852
	Caistor leading Lights, Upper window of Sailors' Home, and Britannia Pier	..	..	1	..	..	6	..	60	..	1873
Cockle	Britannia Pier Head	..	..	1	F.	..	4	..	20	..	1875
	Light Vessel, in 7 fathoms, Eastern side of N. entrance to Yarmouth Road	52 41 20	1 46 20	1	Rev.	Every minute	10	Red ; carries a ball.	35	..	1844
Winterton	Near Ness	52 43 0	1 41 30	1	F.	..	14	Circular, red.	110	69	1790
Newary	Light Vessel, in 17 fathoms, Near N. Cross Sand.	52 45 0	1 53 0	3	F.	..	10	Red ; carries a ball at each mast-head.	M. 54 F. 25 Mz. 20	..	1791
Hasborough	S.S.E. of Hasborough church	52 49 0	1 32 0	2	F.	..	17 15	White.	136 94	85 42	1791
	Light Vessel, in 15 fathoms, Near N. end of Sand	52 58 0	1 36 0	2	F.	..	10	Red ; carries a ball at each mast-head.	35	..	1832

LIGHTHOUSES

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British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, Fl., Int., Alt., Revolving	Interval of Revolution or Flash	Miles seen in clear Weather	Colour, or any Peculiarity of Lighthouse or Vessel	Height, in feet, of Centre of Lantern above High Water	Height, in feet, of Building from Base to Vane	Year first lighted
Leman and Ower	Light Vessel, in 16 fathoms. Between Leman and Ower Sands	53 8 45	0 1 0	2	High Rev. Low F.	Every minute	10	Red ; carries a ball at each mast-head.	37 26	..	1840
Cromer -	Near the Cliff -	52 56 0	1 19 0	1	Rev.	Every minute	23	White. Octagonal.	274	59	1719
Hunstanton -	On the Point -	52 56 54	0 29 50	1	F.	..	16	Circular, White.	109	63	1665
Lynn Well -	Light Vessel, in 17 fathoms. Off Hook of Long Sand, Lynn Deep	53 1 25	0 25 10	1	Rev.	Every 20 seconds	10	Red ; carries a ball at the masthead.	56	..	1828
Lynn -	Leading lights on the East side of entrance to Cut	..	..	2	F.	..	5	..	..	..	1868
Boston -	Hob Hole, leading lights	..	..	2	F.	..	3	..	..	..	1868
Dudgeon -	Light Vessel, in 10 fathoms. One mile S.W. of shoal	53 15 0	0 56 0	1	F.	..	10	Red ; carries a ball at masthead.	35	..	1786
Inner Dowling	Light Vessel, in 10 fathoms, near the N.E. end of the shoal	53 19 20	0 34 20	1	Rev.	Every 20 seconds	10	Two balls on the mast, one over the other.	38	..	1873
Outer Dowling	Light Vessel, in 10 fathoms. Western side of shoal	53 28 15	1 2 40	1	Rev.	Every 20 seconds	10	A half ball over usual ball at masthead.	36	..	1861
Humber river : Spurn -	Light Vessel, in 9 fathoms. Off Point	53 34 0	0 13 0	1	Rev.	Every minute	10	Red ; carries a ball at the masthead.	56	..	1820
Spurn -	On the Point -	53 34 44	0 7 10	1	F.	..	15 12	The higher red ; the lower white	93 54	112 76	1776
Bull Sand -	Light Vessel, in 6 fathoms, near the S.E. side	53 34 0	0 5 0	1	F.	..	8	Both circular. Red ; carries a ball.	21	..	1852
Grimaby {	Pier Head	..	..	2	F.	..	7	Red ; globe at mast-head.	20	..	1868
Stalling-borough	Light Vessel, in 5 fathoms on the N.W. end of Middle Shoals	..	..	1	F.	..	..	..	..	..	..
Killingholm	At Ferry	53 37 0	WEST. 0 10 0	1	F.	..	..	..	..	..	1849
	S. Killingholm	53 39 0	0 12 0	3	F.	..	11	High light-house and N. tower, red. S.E. tower, white	68 35 57	77 45 45	1836 1856 1852
Thorngumbald Clough	..	..	..	2	F.	..	..	High light-house red. Low, circular, is low.	50 59	50 50	1870
Salt End -	Near Hedon Haven -	..	..	2	F.	..	..	As above.	50 30	..	1870
Chalderness-Wintringham	N.W. end of brick and tile works	..	..	1	F.	..	..	..	..	..	1863
	Edge of marsh -	..	..	2	F.	..	..	On white triangles. Lower moveable. Spars and globes.	..	..	1862
Brough	East side of Creek -	..	..	2	F.	..	..	Red ; carries a ball.	..	..	..
Whitton {	Light Vessel, S. shore. Off Whitton Middle	..	..	2	F.	..	..	On white triangles. Lower moveable. On a pile	..	..	1865
	Half a mile above Ferry New Pier	..	..	2	F.	..	..	..	..	..	1862
Walker -	Between Whitton Ferry and Walker Dyke Clough	..	..	1	F.	..	..	Box and Post	..	..	1863
Faxfleet	Faxfleet Ness -	..	..	1	F.	..	..	..	..	..	..
Bridlington	N. Pier Head -	54 5 12	0 11 42	1	F.	..	8	..	21	..	1852
Flamborough	On Head -	54 7 0	0 5 0	1	Rev.	Every 1 minute	21	Circular, white	214	87	1806
Scarborough	Vincent Pier -	54 17 0	0 25 0	1	F.	..	15	White	58	56	1806
	W. Pier Head -	54 30 0	0 37 0	1	F.	..	10	Yellowish stone	83	60	1851
Whitby {	E. Pier Head -	54 28 40	0 54 10	1	F.	..	8	..	54	..	1855
	High Whitby or Ling Hill	..	..	2	F.	..	23	Octagonal, white	240 66	46	1858
Tees River and Bay : Ears Sand -	W. part of sand -	54 38 0	1 13 0	2	..	..	..	High tower striped black and white vertically ; low tower red & white horizontally	53 38	60 45	1839
Fifth Buoy	Slag wall, behind the 5th buoy	54 37 36	1 10 30	1	F.	..	7	Red, on piles	26	..	1866
Seal Sand -	On sand, 1,200 yards S.W. southerly of 5th buoy light	..	..	1	F.	..	..	Red and white, horizontal	42	..	..

British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, &c. Fl., Int., Rev.	Interval of Revolution or Flash	Miles seen in clear Weather	Colour or any Peculiarity of Light-house or Vessel	Height in feet of Lantern above High Water	Height in feet of Building from Base of Vane	Year first lighted
Tees River and Bay com. Sea-side	High light $\frac{1}{2}$ mile inland, and low light on shore North of Seaton Carew	54 40 0	1 12 0	2	F.	..	13	Stone	89 34	70	1839
Hartlepool	N. Pier Head, West Harbour	..	..	1	F.	..	..	..	26	..	1855
	Pierhead, Old Harbour	54 41 0	1 11 0	1	F.	..	7	Yellow	37	..	1856
	Heugh	54 41 51	1 10 19	2	F.	..	15	Yellow	84 62	73	1847
Seaham	S. Pier Head	54 50 0	1 19 0	1	F.	..	4	..	..	..	1846
	Red Acte Point	..	..	2	F. Rev.	Every $\frac{1}{2}$ minute	11	Stone	94 49	58	1815 1857
	N. Pier Head	54 55 1	1 20 0	2	F.	..	13	Yellow	75 55	64	1802
Sunderland	S. Pier Head	54 55 10	1 21 30	1	F. and Fl.	Every minute	20	..	58 150	..	..
Souter Point	On the Point	55 1 0	1 25 0	1	F. Rev.	Every minute	18	Square White	139 154	79	1802
Entrance to the Tyne	Carle Yard	..	..	3	F.	..	..	..	..	..	1864
North Shields	North Pier Works	..	..	1	F.	..	..	..	..	..	1865
	High Lighthouse in front of Duckway Square. The lower near Clifford Fort	55 0 30	1 26 0	2	F.	..	13	White	143 77	41	1808
Blyth	South end of Town	55 7 0	1 30 0	2	F.	..	11	White	48 26	41	1788
		55 20 6	1 32 0	1	F.	..	14	Square White tower, with turreted parapet	83 72	72	1841
Coquet	S.W. part of Island	..	..	1	F.	..	1	..	55	..	1848
Warkworth - Farn Islands - Farn	N. end of South Pier - Higher near S.W. point of Island; lower near its N.W. point	55 21 0	1 35 0	1	F.	..	1	..	..	..	1848
Longstone	On the Western side of the Islet	55 37 0	1 39 0	2	Rev. F.	Every minute	15	Both white	87 45	43	1776 1810
	Pier Head	55 39 0	1 37 0	1	Rev.	Every $\frac{1}{2}$ minute	15	Red	75	85	1826
Berwick		55 46 0	1 59 0	2	F.	..	14	Stone Red top	48 28	41	..
SCOTLAND, EAST COAST.											
Eyemouth	Corner of a House, and West Pier Head	55 52 25	2 5 0	2	F.	..	10	..	..	..	1857
St. Abb's Head	On Head	55 55 0	2 8 0	1	Fl.	Flash every 10 seconds	20	White	224	29	1862
Dunbar	Old Harbour	56 0 0	2 30 40	1	F.	..	5	White	43	27	1857
	Victoria Harbour	..	..	1	F.	..	..	..	..	..	..
	Eastern Pier Head	..	..	1	F.	..	8	Lamp-post	13	..	..
Firth of Forth - Fishers	Pier Head	55 56 55	3 4 0	1	F.	..	5	Lamp-post	20	..	1859
	E. Pier, inner part, about 674 yards from extremity	55 59 0	3 10 0	1	F.	..	8	White	22	19	1758
Leith	East Pier Head	..	..	1	F.	..	8	Red	17	..	..
	Extremely W. Pier	..	..	1	F.	..	10	..	..	..	..
	On Pier	55 59 0	3 11 0	1	F.	..	5	White	52	30	Impd. 1869
Newhaven	On Main Pier Head	55 59 0	3 15 0	1	F.	..	6	Stone	33	40	1845
	East Breakwater Head	..	..	1	F.	..	..	..	12	12	..
Granton	West Breakwater Head	..	..	1	F.	..	..	..	12	12	..
Inchkeith	Summit of Island	56 2 0	3 8 0	1	Rev.	Every minute	20	Stone	220	58	1801
Grangemeth	Entrance of River Carron, end of S. Embankment	..	..	1	F.	..	10	White Stone	54	30	1847
Charleston	End of Outer Pier	..	..	1	F.	..	..	..	..	..	1868
Inverkeithing	W. Quay of Harbour	..	..	2	F.	..	..	..	..	..	1856
St. David	Head E. Pier of Harbour	56 4 0	3 14 0	1	F.	..	8	White	26	25	1860
Burnt Island	Perry Pier	..	..	1	F.	..	..	..	15	9	1853
Pettycur	New Pier	..	..	1	F.	..	..	..	..	..	1867
	On Pier	..	..	1	F.	..	..	..	..	..	1854
Kirkcaldy	S. Pier, 30 yards from extremity	56 7 0	3 9 0	1	F.	..	8	Lamp-post	55	..	..
Dewart	..	..	..	1	F.	..	..	..	20	..	..
W. Wemyss	Pier Head	..	..	1	F.	..	..	..	20	..	..
Buckhaven	On Parapet, E. Pier Head	56 10 6	3 14 4	1	F.	..	9	Iron tower	17	9	1854
St. Monans	One on Pier Head; the other on the side of a House	56 12 30	3 46 15	2	F.	..	6	White Lamp-post	20	..	1855
Pittenweem	East Pier Head	56 13 0	2 43 30	1	F.	..	6	Red box	25	7	1853
	S.W. angle of a disused Saw Mill	..	..	1	F.	..	6	Lantern on wall	2	..	1853
E. Anstruther	W. Pier Head	56 13 16	2 41 53	1	F.	..	4	White lamp-post	16	..	1848
Cellardyke	Shore Head	..	..	1	F.	..	..	..	20	..	..
	On side of House on W. part of Harbour	56 14 0	2 40 0	1	F.	..	..	..	..	..	..
May Island	Summit of Islet	56 11 9	2 35 22	1	F.	..	21	Stone	210	78	1816
	On the N.E. side	..	..	1	F.	..	15	..	110	36	1844
Bell Rock	Near North end of Reef	56 26 3	2 25 6	1	Rev.	Every minute	15	White	93	117	1811
St. Andrews	Pier Head	56 30 3	2 47 0	1	F.	..	6	Black with white top	30	18	1825
	Turret in Cathedral wall	1	F.	..	5	..	10	..	1849

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Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, Fl. & Int., Alt., Revolving	Interval of Revolution or Flash	Miles seen in clear Weather	Colour or any Peculiarity of Light or Vessel	Height in feet, Centre of Lantern above High Water	Height in feet, from base of Vane	Year first lighted
Firth of Tay: Boddonness, or Tay	On Ness -	56 28 0	2 45 0	2	F.	..	15 12	White	105 60	104 65	1820
Fort on Craig	S. side of Ferry. Half a mile West of Village	56 27 0	2 49 0	2	F.	..	12	White tower on piles	80	76	1820
Newport	On W. Ferry Pier -	56 26 0	2 57 0	2	F.	..	7 8	White	10 16
Dundee Harbour	Middle and E. Piers -	56 28 0	2 58 0	2	F.	..	7	Green post on piles	10	..	1827
	Camperdown Dock -	2	F.	..	5	Yellow, blue tops	14 19	19	1865
Arbroath	S.W. elbow, outer Harbour	56 33 0	2 55 0	1	F.	..	8	Gray stone	24	22	1826
	West side of Inner Harbour	2	F.
	On Mouthness -	56 42 0	2 26 0	1	F.	..	17	White brick	124	127	1870
Montrose	N. side of Entrance -	56 42 0	2 27 0	2	F.	..	10	White	60	65	1818
Stonehaven	Inner side of Harbour	56 58 0	2 12 0	2	F.	..	11	..	35 39	..	1859
Girdleness	On the Ness -	57 8 15	2 5 2	2	F.	..	8	..	18	..	1859
	End of N. Pier Head -	57 8 20	2 5 55	1	F.	..	19	Stone	113	120	1853
Aberdeen	Terry, half a mile up harbour on south shore	2	F.	..	8	White tower	53	29	1866
Buchanness	On Ness -	57 28 15	1 46 11	1	F.	Every 5 seconds	16	White	47 50	..	1812
	S. Harbour elbow of W. Pier	57 50 0	1 46 0	1	F.	..	10	Stone	150	115	1827
Peterhead	N. Harbour W. Pier Head	1	F.	..	10	Stone	24	26	1854
Fraserburgh	Pier Head and Middle Pier	57 41 30	2 0 0	2	F.	..	5	Two pillars	26 1/2	29 9	1811
Kinnaird Head	On Head -	57 41 51	2 0 6	1	F.	..	15	White	18	..	1787
Macduff	N. Pier Head -	57 40 0	2 30 0	1	F.	..	6	Stone	120 25	76	1851
	N. Pier Head -	57 40 0	2 31 0	1	F.	..	8	Stone	28	14	1852
Banff	At its inner extremity, near the gas chimney	57 40 5	2 31 6	2	F.	1851
Elgin and Lossiemouth	S. Pier Head -	1	F.	50	..	1858
Covesea Skerries	Craig Head -	57 45 15	3 20 20	1	Rev.	Every minute	18	Stone	160	118	1846
Chanonry	On Point -	57 34 30	4 5 0	1	F.	..	11	Stone	40	42	1816
Cronanry	On Point at Town -	57 41 0	4 2 0	1	F.	..	9	Stone	60	42	1816
Tarbet Ness	430 yards from the extremity of the Point	57 51 54	3 46 50	1	Int.	Visible 2 1/2 minutes, dark 1/2 minute	15 to 18	White	175	154	1830
Little Ferry	N. side of Entrance -	57 56 0	4 0 0	2	F.	..	4	Common lanterns	19 14
Latheronwheel Wick or Puteenoytown	S. Head -	58 16 10	3 22 55	1	F.	White	1852
Noss Head	N. Pier Head -	58 26 0	3 5 0	2	F.	Stone	35	54	1851
	On Head -	58 28 58	3 3 5	1	Rev.	Every minute	18	Lantern
Pentland Skerries	On Island -	58 41 22	2 55 25	2	F.	..	18	Stone	170	118	1794
Dunnet Head	On Head -	58 40 16	3 32 20	1	F.	..	16	Stone	140	88	1851
Holburn	On Little Head, W. side Thurso Bay	58 36 50	3 32 12	1	Fl.	Every 10 seconds	13	White	346 66	75 55	1862
Orkney Islands: Cantick	On Head, S.E. extremity of South Walls, Hoy I.	58 47 0	3 7 45	1	Rev.	Every minute	15	Brick White	115	75	1858
	High Light on the N.E. point of Gremna Island	58 56 9	3 16 33	1	F.	..	15	Stone	115	108	1851
	Low Light on the N.W. point of the Island	1	F.	..	11	..	55	38	1851
Kirkwall	Pier Head -	58 59 10	2 57 30	1	F.	..	9	Stone	22	27	1854
Aukerry, Stromo Firth	On South part of Island	59 2 0	2 34 0	1	F.	..	16	White bricks	110	112	1867
Start Point, Ronaldsha Firth	On E. point Sanday Island	59 16 39	2 22 25	1	F.	..	15	White	80	91	1806

British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lamps	Fixed, Flashing, Fix. & Fl. Int., Alt., Revolving	Interval of Revolution or Flash	Miles seen in clear Weather	Colour or brilliancy of Lighthouse or Vessel	Height in feet, Centre of Lantern above High Water	Height in feet of Building from Base to Vane	Year first lighted
Kyle Akin, Loch Aish -	S.W. point, Gilleean Island, W. entrance	57 16 39	5 44 28	1	F.	..	11	White	53	70	1837
Oronsay, or Ormsay -	On Island, N.W. part of Sleat Sound	57 8 39	5 46 50	1	F.	..	12	White	58	65	1857
Hebrides, or Western Islands -	N. point of Hebrides -	58 30 40	5 16 0	1	F.	..	18	White	170	120	1862
Butt of Lewis -	On Arnish Point -	58 11 28	6 42 10	1	Rev.	Every 4 minutes	12	White	54	45	1852
Stornoway -	Shillay Island off W. Coast of North Uist	57 51 34	7 41 38	2	Fl. F.	Every 10 seconds	17	White	150	133	1864
Monach -	E. point Island	57 51 25	6 38 28	1	F.	..	16	White	150	100	1789
Scalpay Glass Island -	E. side. S. Uist.	57 17 55	7 11 51	1	F.	..	18	White	176	59	1857
Ushenish - Barra Head -	Highest part of Barra I.; S. point of Hebrides	56 47 8	7 59 9	1	Int.	Visible 2 1/2 minutes, eclipsed 1/2 minute	32	Stone	685	60	1835
Skerryvore -	On Rock, 12 miles S.W. by W. from Tyree Island	56 19 22	7 6 32	1	Rev.	Every minute	17	Stone	150	158	1844
Dubh Artach Rocks -	On Rock -	56 8 0	6 38 0	1	F.	..	17	Stone	145	126	1872
Ardnamurchan -	On Point -	56 43 38	6 15 29	1	F.	..	18	Stone	180	118	1849
Mull Sound -	Runa Gal Rock, 50 yards seaward of high-water mark	56 38 0	6 4 0	1	F.	..	12	White	55	65	1857
Lismore -	Mudile I. -	56 27 19	5 56 22	1	F.	..	14	White	105	86	1833
Carvan Point -	Carvan Hill -	56 45 16	5 14 28	1	F.	..	10	White	38	42	1860
Oban -	On Pier -	56 25 0	5 51 0	2	F.	..	10	Lantern	..	..	1858
Phladda Island -	North end of Scarba Sound	56 14 48	5 40 51	1	F.	..	11	White	42	42	1860
Ordnance Canal -	E. side -	56 5 30	5 53 0	1	F.	..	4	Stone	25	..	1851
Skerruile or Iron Rock, Sound of Jura -	On the Rock -	55 52 30	5 50 0	1	Rev.	Every 1/2 minute	14	White	73	About 85	1865
Radhna Mhail -	North point of Islay Island	55 56 6	6 7 30	1	F.	..	15	White	147	115	1859
Mac Arthur Head -	South End of Islay Sound	55 45 50	6 2 50	1	F.	..	17	White	128	42	1861
Rhynas of Islay -	Oversay I., off S.W. point of Islay	55 40 40	6 30 46	1	Fl.	Every 5 seconds	17	White	150	96	1825
Loch-in-Dail -	Dun Point, half a mile North of Port Charlotte	55 44 40	6 22 15	1	F.	..	12	..	50	..	1869
Port Ellen -	Carraig Fadda Point, W. entrance of Harbour	55 37 13	6 12 41	1	F.	..	11	Square tower	45	60	1855
Mull of Cantyre -	S.W. Headland of Cantyre	55 18 39	5 48 0	1	F.	..	22	White	297	38	1787
Sanda -	Ship Rock -	55 16 30	5 34 55	1	F.	..	17	Stone	165	48	1850
Davar -	N.E. part of Island -	55 25 45	5 32 16	1	Rev.	Every 1/2 minute	15	Stone, white	120	65	1854
Campbellton -	Old Pier Head -	55 25 30	5 35 30	1	F.	..	2	A common Lantern	18	15	..
Ardrishaig -	New Pier Head -	..	..	1	F.	..	..	..	..	..	..
Phladda -	Pier Head -	56 0 45	5 26 30	1	F.	..	..	..	..	..	..
Clyde River -	Island off S.E. point of Arran I.	55 26 0	5 7 9	2	F.	..	4	Stone	130	95	1850
Cumbræ -	W. side of Little Cumbræ Island	55 45 16	4 58 0	1	F.	..	15	White	115	56	1757
Toward -	On the Point -	55 51 45	4 59 17	1	Fl.	Every 10 seconds	10	White	70	65	1812
Cloch Helen -	On the Point -	55 56 35	4 52 39	1	F.	..	7	White	76	76	1797
..	Pier Head -	..	..	..	F.	..	..	..	..	..	..
..	Inner end of Pier -	..	..	..	F.	..	..	..	..	..	..
..	About a quarter of a mile N.W. of Albert Quay	55 57 0	4 45 0	2	F.	..	8	Lamp-posts	40	30	1854
Greenock -	Quay in front of Custom-house	..	..	1	F.	..	4	Lamp on Iron Pillar	26	20	1829
..	Off Garvel Point, S. edge of Channel	..	..	1	F.	..	7	..	25	..	1867
Port Glasgow -	Beacon off the Entrance	55 56 15	4 14 0	1	F.	..	5	Lamp	39	12	1861
..	On North corner of Steamboat Quay	..	..	1	F.	..	..	Lamp on Iron Pillar	..	..	..
Broomielaw -	..	..	..	1	F.	..	..	Lamp	..	..	..
Cardross -	Pillar Bank -	..	..	1	F.	..	4	Black Stone with White Top	2	34	1849
Garmoye -	Light Vessel -	..	..	1	F.	..	..	One Mast	24	..	1868
Dumbuck -	South side of Channel	..	..	1	F.	..	..	..	..	..	1868
..	E. entrance of Bowling Harbour or Firth of Clyde Canal	..	..	1	F.	..	2	Lantern on a Pillar	12	8	1849
Bowling Bay -	..	..	..	..	..	..	..	Brown Hexagonal lantern, iron circular tower	..	..	..
..	..	..	..	..	..	..	..	Lantern	24	16	1849
Park Quay -	Donald's Quay, 200 feet from end	..	..	1	F.	..	..	Lantern	24	..	1869
..	A little Westward, nearly 1 1/2 to Southward	..	..	1	F.	..	..	..	..	..	..
North Bank of River -	Opposite New Shot Island, nearly a mile E.S.E. of former	..	..	1	F.	..	..	Hexagonal lantern, iron circular tower	24	..	1869

Auchenloch, white nearly three-quarters of a mile above Port Glasgow—the 2nd a floating light, called the Garmoye, white 2 1/2 miles farther up—3rd Dickies Light, white about a mile above Dumbarton. Left on starboard-hand going up river.

LIGHTHOUSES

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British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, Fl., Int., Al., Revolving	Interval of Revolution or Flash	Miles seen in clear Weather	Colour or any Peculiarity of Lighthouse or Vessel	Height in feet, Centre of Lantern above High Water	Height in feet of Building from Base to Vane	Year first lighted
Ardsroan	Extreme end of Breakwater	55 38 27	4 49 28	1	Fl.	Visible 2 seconds and eclipsed 1 seconds	10	White	25	25	1840
Saltcoats	On arm of Pier	55 37 52	4 47 21	1	F.	Visible 40 seconds and eclipsed 20 seconds	6	A sp're White	26	18	1840
Troon Harbour	Inner end of Pier	55 32 55	4 41 0	1	Int.	Visible 40 seconds and eclipsed 20 seconds	9	White	27	25	1827
Ayr Harbour	At Pier Head	55 28 10	4 38 10	1	F.	..	6	..	35	25	1848
	North side of the Harbour, and Inner end of North Pier	..	..	2	F.	..	10	White	26 19	..	1790
Turnberry	On Point, at old Castle in Ruins	55 19 30	4 30 20	1	Fl.	Every 12 seconds	18	White Brick	96	64	1873
Loch Ryan	Cairn Ryan Point	55 57 45	5 2 0	..	F.	..	10	White	46	50	1847
Stranraer	East Pier	54 54 40	5 1 40	1	F.	..	9	White	..	..	..
	West Pier	..	..	1	F.	..	..	..	..	..	..
	Inner End	..	..	1	F.	..	..	..	..	..	..
Coneswall	On the Point, W. side entrance to Loch Ryan	55 0 29	5 9 28	1	Rev.	Every minute	15	White	112	110	1817
Port Patrick	At the S.E. angle of Harbour	54 50 20	5 7 2	1	F.	..	8	Stone White	37	50	1790
Galloway Mull	S.E. extreme	54 38 9	4 51 20	1	Int.	Visible half a minute and eclipsed 15 seconds	25	Stone	325	86	1850
Little Ross	On Island	54 46 0	4 5 0	1	Fl.	Every 3 seconds	18	White	175	65	1843
Annan River	Barnkirk or Annan Foot	54 57 40	5 16 0	1	F.	..	..	..	..	..	1841

ENGLAND, WEST COAST.

Skinburness or Cott	N.E. of Silloth	54 52 30	5 23 0	1	F.	..	9	White	40	32	1841
Lee Scar	On rocks	54 52 0	5 25 0	1	F.	..	10	On Piles	25	45	1841
Solway	Light-vessel, in 43 fathoms, Robin Rigg Channel	54 45 0	5 32 0	1	F.	..	..	..	25	25	1841
	Extremity of South Wooden Pier	54 45 0	5 30 40	1	F.	..	6	White	19	17	1796
Maryport	Inner Stone Pier	..	..	1	F.	..	12	White	52	35	1854
	Jetty, South side	..	..	1	F.	..	3	Red	18	..	1857
	North tongue	..	..	1	F.	..	3	Green	8	..	1857
Workington	John Pier	54 39 0	5 35 0	2	F.	..	..	..	35	23	1825
Harrington	Stone Pier Head	54 37 0	5 34 0	1	F.	..	11	On an iron pedestal	44	36	1797
	W. Pier Head	54 33 0	5 36 0	1	Rev.	Every 2 minutes	19	White	52	47	1821
Whitehaven	N. Pier head	..	..	1	F.	..	..	White	52	..	..
	Old Quay	..	..	1	F.	..	..	..	..	..	..
St. Bees	On Head	54 30 00	5 38 0	1	F.	..	25	Circular White	336	55	1806

ISLE OF MAN.

Ayre Point	A quarter of a mile within the Point	54 24 56	4 22 1	1	Rev.	Every minute	15	White	106	99	1818
Peel	E. side of entrance	54 15 0	4 42 0	1	F.	..	8	White	21	15	1811
	Extremity of Breakwater	..	..	1	F.	..	5	Argand lamps	52	..	1865
Port Erin	Outer end of New Breakwater	..	..	1	F.	..	5	..	25	..	1869
Chicken Rock	On the Rock	54 2 0	4 50 45	1	Rev.	Every 1/2 minute	16	Light granite	122	145	1875
St. Mary Port	Pier Head	54 4 0	4 44 0	1	F.	..	9	White	25	18	1812
Castletown Harbour	New Pier Head	54 5 0	4 39 0	1	F.	..	8	Octagonal Gray stone	32	30	1765
Derby Haven	Port Island entrance of Harbour	54 5 0	4 36 0	1	F.	..	6	White upon an old Fort	50	45	1850
	S.W. end of Breakwater	..	..	1	F.	..	2	..	11	12	..
	Douglas Head	54 9 0	4 28 0	1	F.	..	14	Dark colrd. stone	104	65	1832
	N.E. end of New Battery Staging	..	..	1	F.	..	5	..	50	..	1872
Douglas Bay	Inner Pier	..	..	..	F.	..	6	..	58	..	..
	New Landing Pier, 200 yards to N.E.	..	..	1	F.	..	5	..	25	..	1868
	South Pier Head	..	..	1	F.	..	..	..	..	..	..
	Iron Promenade Pier, outer end	..	..	1	F.	..	2	..	20	..	1869
Ramsey	S. Pier Head	54 20 0	4 25 0	1	F.	..	4	Dark stone	28	27	1845
	N. Pier Head	..	..	1	F.	..	9	..	54	..	1868
Bahama Bank	Light Vessel, in 11 fathoms, a mile off S.E. tail of the bank	54 20 0	4 12 0	2	F.	..	10	Red, with a ball at each masthead	F. 27 M. 26	..	1848

ENGLAND, WEST COAST.

Morecambe Bay	Walney Island	54 2 56	5 10 32	1	Rev. F.	Every minute	15	Stone Mast	70	60	1790
Michael Scar	Piel Harbour	..	..	1	F.	..	..	..	..	60	..

British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, Fix. & Fl., Int., Alt., Revolving	Interval of Revolution or Flash	Miles seen in clear Weather	Colour or any Peculiarity of Lighthouse or Vessel	Height in feet, Centre of Lantern above High Water	Height in feet of Building from Base to Vane	Year first lighted
		° ' "	° ' "								
Morecambe Bay	Light Vessel, in 12 fathoms	55 51 0	3 31 0	1	Rev.	A flash every 30 seconds	10	A red ball at the masthead	38	..	1863
	Extremity of stone or Western Pier at Poulton	54 4 30	2 52 50	1	F.	..	8	Stone, white	48	50	1851
	Light-vessel, between Yeoman and Clark Wharf spits, in 18 feet	54 1 30	3 0 0	1	F.	..	5	One mast, with a Ball	30	..	1854
Lune River	Cockstrand promontory and Plover Scar Rock	55 59 0	2 53 0	2	F.	..	..	H. wood L. stone	54 20	..	1847
Wyre River	N.E. elbow of N. Wharf bank	55 57 14	3 1 46	1	F.	..	10	..	30	..	1840
Fleetwood	High light in town; low light on esplanade	55 55 56	3 1 0	2	F.	..	15 9	Upper, stone colour, red lantern; lower, stone colour	90 30	..	1841
Blackpool	Pier S.E. of Stanner Point N. side of entrance	55 44 38	3 1 17	1	Int.	Bright for 34 min. eclipsed half a minute	12	Stone	81	..	1865
Ribble River	New pier at extremity Lytham	55 44 10	2 58 50	1	F.	..	..	White	..	..	..
Liverpool Bay, Mersey and Dee Rivers, entrance; N.W. Light ship	In 15 fathoms, with Bidston and Leasowe Lighthouses in line R.E. & E., and the Bar Light-vessel E. by S. 8 miles	55 30 20	3 31 50	1	Rev.	Every minute	11	Black, with a broad white streak with 2 masts; carries a black Ball fore-mast head Red	38	..	1814
Bar Light Vessel	Queen's Channel bell buoy E. by S. 14 miles, and Hoylake Light-house, S. & E.	55 31 50	3 18 0	1	F.	..	..	..	..	..	..
Formby	Light vessel, in 50 feet. Queen Channel Fair way beacon N.W. & W. 24 miles; Crosby Light-vessel S.E. & E. 23 miles; and O. 5 Black buoy N.W. & N. 170 fathoms	..	..	1	Rev.	..	8	Black; 2 Masts, a red Ball at the Fore	30	..	1834
Crosby	Light Vessel, in 48 feet. Crosby Channel N.E. elbow of Great Burbo Bank.	55 30 40	3 6 57	3	F.	..	8	Red; carries a red Ball at the Fore	29 9 each	..	1840
	North of Crosby Point	55 31 25	3 3 27	1	F.	..	12	Square and White Circular Red top and Red and White in horizontal bands	95	74	1856
Air	On the Point	55 22 0	3 19 24	1	F.	..	9	Red top and Red and White in horizontal bands	53	65	1776
Hoylake	Near Church	55 23 40	3 10 42	2	F.	..	13 11	White White White	55 31 42	64 110	1763
Leasowe	On shore, midway between Mersey and Dee Rivers	55 24 49	3 7 27	1	F.	..	15	White	94	..	1763
Bidston Rock	Bidston Hill	55 24 0	3 4 27	1	F.	..	25	Stone	225	68	1771
	Point W. side of entrance of Mersey	55 26 43	3 2 27	1	Rev.	Every minute	14	White	77	94	1830
Birkenhead-Runcorn	New Ferry Pier	55 20 0	3 16 0	1	F.	..	..	..	..	..	1863
	Bridgewater and Old Quay Docks	..	..	1	F.	..	..	..	..	..	..
Woodside Ferry	..	..	..	1	F.	..	..	..	..	..	..
Great Orme Head	North Point, steep Cliff	55 20 35	3 52 0	1	F.	..	24	Square castellated gray stone	325	..	1862
Menai	Trwyn Du Point	55 18 51	4 2 21	1	F.	..	12	Circular White Castellated	61	96	1837
Beaumaris Lynas	Pier	55 15 45	4 5 25	1	F.	..	..	..	..	..	1865
	On the Point	55 25 0	4 17 16	1	Int.	Visible 8 seconds; obscured 2	16	White Castellated	128	56	1835
Amlwch Port Skerries	North Pier	55 25 0	4 20 0	1	F.	..	9	White Circular White	36	9	1817
	Highest Island	55 25 18	4 36 24	2	F.	..	16	..	117	75	1714
Holyhead	Breakwater	..	..	1	Fl.	Every 7 1/2 seconds	13	..	66	..	1873
	End of Wooden Jetty, Old Harbour	..	..	1	F.	..	..	..	20	..	1864
	Inner Harbour, South-east side	..	..	1	F.	..	..	..	10	..	1866
	Do. Northern side, at end of Fish Pier	..	..	1	F.	..	..	..	16	..	1866
Stack	South Stack Rock, off N.W. Point of Holyhead Island	55 18 0	4 42 0	1	Rev.	Every 2 minutes	20	Circular White	201	84	1809
	Light Vessel, in 50 fathoms	55 5 45	4 44 15	1	Rev.	Every 20 seconds	10	Red. A small Ball over a large one at the masthead	36	..	1870
Carmarvon Bay	On Llandwyn Island	55 0	4 0	1	F.	..	5	..	10	..	1816

British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, Fl., Int., Alt., Revolving	Interval of Revolution or Flash	Miles seen in clear Weather	Colour of any Peculiarity of Lighthouse or Vessel	Height in feet, Centre of Lantern above High Water	Height in feet of Building from Base to Vane	Year first lighted
Bardsey	Carnarvon Pier Head On Island	52 45 0	4 48 0	1	F.	..	17	Square white tower	129	99	1858
Aberystwith	Pier Head	52 25 0	4 5 0	2	F.	..	..	..	..	..	1864
Cardigan Bay	Light Vessel, in 35 fathoms	52 24 0	5 0 0	1	Rev.	Every 30 seconds	10	Red, carries a Ball at the masthead	37	..	1860
New Quay	Pier Head	52 12 55	4 21 49	1	F.	..	..	..	..	..	..
Bay South Bishop	On Rock	51 51 0	5 25 0	1	Rev.	Every 30 seconds	18	Circular White	144	36	1839
Smalls	On Rock	51 45 20	5 40 5	1	F.	..	15	Circular Red & white horizontal Bands	115	141	1778
Bristol Channel: St. Ann's Head	On the West side of Entrance to Milford Haven	51 41 0	5 10 25	2	F.	..	19	H. Circular Locomotives White	192	75	H 1714 L 1868
Great Castle Head	On the Head	..	..	2	F.	..	..	..	118	..	..
Milford Haven	Dockyard	..	..	2	F.	..	3	..	76	46	1862
Neyland Point	Floating light end of Landing Pier	..	..	1	F.	..	..	..	..	23	1868
Caldy	Railway Terminus	..	..	1	F.	..	..	..	..	..	1868
Temple	On Island S. part	51 37 26	4 40 57	1	F.	..	20	Circular White	214	52	1829
Saundersfoot	Pier Head	..	..	1	F.	..	3	..	11	..	1856
Barry Port	S. Pier Head	51 45 0	4 42 0	1	F.	..	..	..	15	..	..
	Near the Head of West Pier	51 41 0	4 15 0	1	F.	..	9	White, Black top	55	18	..
Llanelli	S. end of Breakwater	51 40 0	4 10 25	1	F.	..	7	On piles	56	50	1850
Helwick	Whiteford Point, South side of Entrance	..	..	1	F.	..	9	..	55	..	1854
	Light Vessel, in 16 fathoms, W. end of Sand	51 51 0	4 24 0	1	Rev.	Every minute	10	Red; carries a Ball at the masthead	56	..	1816
Mumbles	On Outer Lait	51 33 59	3 58 12	1	F.	..	15	Octagonal White	114	56	1798
	West Pier Head	51 37 0	3 56 0	1	F.	..	9	White, Red top	24	20	1803
Swansea	S. Dock Entrance	..	..	2	F.	..	..	Lamp-post	..	..	1859
	N. Dock Entrance	..	..	2	F.	..	..	Lamp-post	..	..	1860
Scarweather	New Cut Bridge	..	..	1	F.	..	..	Lamp-post	..	..	..
	Light Vessel in 11 fathoms, Western edge	51 26 53	3 55 24	1	Rev.	Every 20 seconds	10	Red A half globe over the usual globe	38	..	1862
Portcawl Harbour	S.E. end of Breakwater	..	..	1	F.	..	11	..	51	..	1866
	Inner part of Breakwater	..	..	2	F.	15 feet apart	..	..	37	..	1866
Nash	On the Point	51 41 0	3 53 0	2	P. each	..	19	Both Circular and White	182	111	1832
	High light	..	..	..	..	..	17	..	136	60	..
Breaksea	Light Vessel in 8 fathoms, 2 miles W. by S. & N. from the One fathom Bank Buoy	51 19 48	3 17 42	1	Rev.	Flash every 15 seconds	..	Red; with a Ball at the masthead	35	..	1866
Flatham	On Island, S. Point	51 22 56	3 7 0	1	F.	..	18	Circular White	161	99	1757
Cardiff	Near Docks	51 27 48	3 9 42	2	F.	..	..	..	..	..	1866
	Hute Dock, Pier Head	..	..	1	F.	..	10	Yellow Octagonal	42	..	1870
Uk	W. side of entrance of river, about 2 1/2 miles to the S.S.W. of Newport	51 52 0	3 0 0	1	F.	..	11	Circular White	47	57	1821
Briton Ferry	North side of Dock entrance	..	..	1	F.	..	..	..	..	..	..
English and Welsh Grounds	Light Vessel in 47 fathoms, South side of Channel	51 26 30	2 58 0	1	Rev.	Every minute	10	Red; carries Ball at masthead	57	..	1838
Portishead	On Pier Head	..	..	1	F.	..	..	..	..	..	1868
New Passage	Charstone Rock	..	..	1	F.	..	..	..	..	..	1868
Avon	E. side of Entrance	51 50 0	2 42 0	1	F.	..	13	Octagonal White.	75	85	1840
Portishead	On Pier	..	..	1	F.	..	..	..	..	..	..
Clevedon	Pier Head	..	..	1	F.	..	7	..	27	..	1869
Barnham, withon	E. side of Entrance of Parret River	51 15 0	3 0 0	1	Int.	Visible 33 minutes, eclipsed half a minute.	15	Upper White.	91	99	1832
Bridgewater Bar		..	..	1	F.	..	9	Lower square with black streak vertically. Hexangular. White top, red middle, with black base.	23	56	..
Wachet Harbour	End of Breakwater	..	..	1	F.	..	4	..	30	22	1862
Ilfracombe	Lantern Hill, N. side of Harbour	51 15 0	4 7 0	1	F.	..	10	White.	127	29	..
Bideford	Braunton Sands, N. side of River	51 4 0	4 12 0	2	F.	..	14	H. Octagonal, White.	95	86	1820
		..	..	..	..	..	11	..	41	15	..
Lundy	Half a mile from southern end of the Island	51 10 7	4 40 15	2	Upper Rev. Lower F.	Every two minutes.	30	Circular White.	510	96	1820
Hartland Point	On Point	51 1 24	4 51 50	1	Rev.	Every half minute.	..	..	120	..	18

British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, Fix. & Fl., Int., Alt., Re- volving	Interval of Re- volution or Flash	Miles seen in clear Weather	Colour or any Pec- uliarity of Lighthouse or Vessel	Height in feet, Centre of Lan- tern above High Water	Height in feet of Build- ing from Base to Vane	Year first lighted
		° ' "	° ' "								
Trevose Head	N.W. Extremity of the Head	50 32 55	5 2 3	2	F.	..	20	Circular.	204	87	1847
Godrevy	On the Island	50 14 0	5 24 9	1	Fl.	A flash every 10 seconds.	15	White. Octagonal. Stone.	129	86	1859
Podtow Hayle	Quay Head - Rising ground west side of Entrance	50 11 30	5 26 0	1	F.	..	6	..	..	..	1868
				2	F.	..	..	A triangle of three legs painted red; the low lighthouse four legs in a square, back Wood.	59	11	1840
St. Ives	Extreme end of Outer Wooden Pier	..	..	1	F.	..	2	Wood.	20	..	1860
	Pier Head, 36 feet from the End	50 12 0	5 28 0	1	F.	..	9	Stone.	23	25	1831
IRELAND, SOUTH, EAST, NORTH AND WEST COASTS.											
Fastnet	Summit of Rock	51 23 18	9 36 25	1	Rev.	Every minute.	18	Circular; white, in the middle a broad horizontal red belt.	148	92	1854
Galley Head	S. Point of Old Head	51 56 11	8 51 28	1	F.	..	21	White, with two red belts.	256	100	1683
Kinsale	Fort Charles, E. side of Harbour	51 41 48	8 29 50	1	F.	..	14	White.	98	48	1804
Daunt Rock	Light Vessel, eight-tenths of a mile S. by E. of the Rock	51 43 0	8 17 0	1	F.	..	..	[See Remarks]	39	..	1874
	Roche Point, E. side of Entrance	51 47 33	8 15 14	2	Rev.	Every minute.	10	White.	98	49	1817
	E. elbow of Spit Bank, off Queens-town, in 9 feet	51 50 41	8 16 26	1	F.	..	5	White on screw piles; upper part gray, piles red.	60	..	..
								White, on piles.	32	..	1848
Cork Har- bour or Queens- town	Lough Mahon, off Meelough Spit 100 feet from the edge of the Bank	51 53 0	8 19 14	1	F.	..	2	White, on piles.	24	..	1859
	Donkettle, N. side of Channel	..	..	1	F.	..	2	White, on piles.	24	..	..
	Black Rock Castle	..	..	1	F.	..	5	Lamp	74	..	1863
	Dundain	..	..	1	F.	..	1	Lamp	..	..	..
	Tivoli	..	..	1	F.	..	1	Lamp	..	..	..
Ballycotton	Outer Island	51 49 30	7 59 0	1	Fl.	A flash every ten seconds.	18	Circular, Stone, enclosed within white walls.	155	50	1850
Youghal	W. side of Entrance	51 56 31	7 50 31	1	F.	..	6	Circular, White.	78	..	1852
Mine Head	S. side of Head	51 59 33	7 55 8	1	Int.	Eclipsed 10 seconds in every minute.	21	Stone colour	285	68	1850
Dungarvan	Ballinacourty, the N. point of Entrance	52 4 27	7 53 5	1	F.	..	10	Circular, White.	52	44	1858
	E. side of Entrance	52 7 25	6 55 53	1	F.	..	16	White, with three horizontal red belts. Lantern red.	152	115	1791
Waterford	Dunmore, Pier Head, W. side of Entrance	52 9 0	6 59 50	1	F.	..	5	White.	44	51	1826
	In Duncannon Port, E. side of 'Head'	52 13 13	6 56 0	2	F.	..	10	White.	53	25	1774
	On Black Head, half a mile N.N.E. 3 E. of Duncannon Port	..	..	1	F.	..	16	White.	128	35	1838
	Spit off Passage Point	..	..	1	F.	..	..	On piles. Red, with white top.	..	..	1867
Saltees	Light Vessel, in 52 fathoms, off Congbeg Rock southernmost of Saltee Islands	52 2 25	6 40 0	2	F.	..	10	Carries two balls.	38	..	1824
Tuskar	On Rock	52 12 9	6 12 21	1	Rev.	Every minute.	15	Circular, white.	101	110	1815
Lucifer Shoals	Light Vessel, in 21 fathoms, 2½ miles eastward of Shoals	52 21 50	6 9 15	1	F.	..	8	Hull black, with white stripe, three masts with globe at main masthead.	39	..	1868
Blackwater Bank	Light Vessel, in 20 fathoms, 3½ miles E. 4 N. of North Bay on Blackwater Bank	52 30 10	6 5 0	1	F.	..	10	Hull black, with white stripe, and three masts. Two globes at main masthead.	38	..	1857

Note.—When a vessel is observed from any of the Irish Light-vessels standing into danger, a gun will be fired, and repeated until observed by the vessel. The two signal flags, J, D, of the Commercial Code, "You are standing into danger," will be hoisted and kept flying until answered.

LIGHTHOUSES

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British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, Fix. & Fl., Int., Alt., Re- volving	Interval of Re- volution or Flash	Miles seen in clear Weather	Colour or any Peculi- arity of Lighthouse or Vessel	Height in feet Centre of Lam- tern above High Water	Height in feet of Build- ing from Base to Vane	Year first lighted
		° ' "	° ' "								
Arklow	South Light Vessel, in 25 fathoms, 2 miles from South end of Bank	52 40 45	5 57 10	1	Rev.	Every half-minute.	10	Hull black, with white stripes. Half globe over a globe at main mast-head, with three masts. Hull black, with white stripes. Three masts, with a globe on the top and M. masthead. White.	On M. mast 39	..	1824
	North Light Vessel, in 18 fathoms, S.E. by E. 4 E. 3 miles from North end of Bank	52 53 0	5 50 20	2	F.	..	10 8	Hull black, with white stripes. Three masts, with a globe on the top and M. masthead. White.	38 22	..	1867
Wicklow	On the Head -	52 57 50	6 0 5	1	Int.	Ten seconds bright, and three dark. Every twenty seconds.	16	Hull black, with white stripes. Three masts, with a globe and a half globe at main mast-head. Circular, gray stone colour.	39	..	1867
Codling Bank	Light Vessel, in 9 fathoms, about S.S.E. 4 E. distant 4 miles nearly from the 2 fathom line at the South end of the Bank	53 3 40	5 45 25	1	Rev.	Every twenty seconds.	9	Hull black, with white stripes. Three masts, with a globe and a half globe at main mast-head. Circular, gray stone colour.	39	..	1867
Dublin Bay : Kish	Light Vessel, in 10 fathoms, three-quarters of a mile off the North end of the Bank	53 18 50	5 56 50	1	Rev.	Every minute.	10	Three masts. A ball at mainmast head.	56	..	1811
Kingstown	E. Pier Head -	53 18 0	6 8 0	1	Rev.	Every half-minute.	9	Granite. White lantern. White.	41	41	1822
	W. Pier Head -	..	..	1	F.	..	2	Granite. White lantern. White.	36	29	1845
Poolbeg	End of South Wall at the Entrance to the Liffey	53 20 30	6 9 16	1	F.	..	12	White.	68	63	1768
	Near the Eastern Ex- tremity of City Wall, North side of Chan- nel	..	..	1	F.	..	..	Circular, gray stone colour.	29	28	1820
	Edge of North Bank three-quarters of a mile farther out	..	..	1	F.	..	..	..	..	..	1861
Bailey	S.E. Point of Howth Peninsula	53 21 40	6 3 20	1	F.	..	15	White.	154	42	1671
Howth	E. Pier Head -	53 24 0	6 4 0	1	F.	..	11	White.	45	37	1818
Balbriggan	Pier, S. side of En- trance	53 36 45	6 11 0	1	F.	..	10	White.	42	53	1769
Rockabill	Summit of larger Rock	53 35 45	6 0 30	1	Fl.	Every 12 seconds	18	Circular, gray stone.	148	105	1860
Drogheda	Sand Hills, S. side of Boyne river	53 43 0	6 15 0	3	F.	..	6 to 7	Iron on timber francings.	27	50	1842
Dundalk	Entrance of Channel -	53 58 40	6 18 0	1	F.	..	..	..	40	..	..
					Fl.	Every 15 seconds.	9	On screw piles. White. Piles red.	25 35	..	1855
Carlingford	Haulbowline Rock	54 1 0	6 5 0	2	F.	..	15	White.	104	111	1825
	On the Western edge of the Shoal between Soldiers Point and Green Island	..	..	1	F.	..	3	White on rd screw piles.	25	28	1873
	Greenore Point -	54 1 55	6 7 52	1	Rev.	Every 45 seconds.	9	White.	40	45	1875
	Greenore Pier, 100 yards N. 4 E. from the former	..	..	1	F.	..	5	White pillar.	29	41	1850
Dundrum Bay	St. John's Point -	54 13 10	5 40 0	1	Int.	Visible 45 seconds eclipsed 15 seconds	12	White.	35	26	1872
Ardglass	From a window in a building at the head of harbour	54 15 10	5 36 50	1	F.	..	6	..	62	..	1844
South Rock	On Rock -	54 23 55	5 25 4	1	Rev.	Every minute and half.	12	White.	18	..	1816
Donaghadee Harbour	S.E. Pier Head -	54 38 45	5 32 1	1	F.	..	12	White.	52	60	1797
Copeland	Small Copeland I.	54 41 44	5 32 0	1	F.	..	16	White.	56	53	1836
Belfast Bay	On sbow of Holly- wood Bank in 8 feet water	54 39 0	5 53 0	1	Int.	Irregular.	5	On screw piles.	151	52	1796
Larne Lough	Farra Point -	54 51 7	5 47 21	1	F.	..	11	White.	27	..	1848
Maldens	On the Rocks	54 55 47	5 44 18	2	F.	..	14	Towers white, with red central belt on each.	95 E. 82 W.	76 68	1829
Rathlin	Altacarry Head N.E. Point Island	55 18 10	6 10 45	1	Upper Int.	Bright 50 seconds eclipsed 10 seconds	21	Circular, white with red belt and regality	245	88	1856
				1	Lower F.	..	..	..	182	..	..

British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, F. & Fl., Int., Alt., Re- volving	Interval of Revolutions or Flash	Miles seen in clear Weather	Colour or any Peculi- arity of Lighthouse or Vessel	Height in feet, Centre of Lan- tern above High Water	Height in feet of Build- ing from Base to Vane	Year first lighted
		° ' "	° ' "								
Foyle Lough:		55 13 33	6 55 38	1	F.	..	13	Circular. White.	67	49	
Inishowen -	Dunagree Point	..	..	1	F.	..	15	..	92	74	1837
Warren Pnt	The north side of En- trance	..	..	1	F.	..	..	..	15	..	1861
Red Castle	Outer edge of Ridge Shoal	..	..	1	F.	..	..	Red wood piles.	25	..	1852
White Castle	E. side Channel	..	..	1	F.	..	..	Black wood piles.	26	..	1848
Ture -	On flats, S.E. side Channel	..	..	1	F.	..	..	Black wood piles.	25	..	1850
Cunneberry	On flats, N.W. side Channel	..	..	1	F.	..	..	Red wood piles.	25	..	1848
Culmore	On Point	..	..	1	F.	..	..	Red mast and lantern.	45	..	1848
Culkeeragh -	E. side Entrance	..	..	1	F.	..	..	White.	50	..	1851
Boon Hall -	North side of Channel	..	..	1	F.	..	..	Circular white brick.	12	..	1859
Roske Bay -	South side of Channel	..	..	1	F.	..	..	Black.	29	..	1859
Near Rock Mill	N.W. side of Channel	..	..	1	F.	..	..	Mast and lantern.	15	..	1859
Inishtrahull	N. E. part of Island	55 25 53	7 13 57	1	Rev.	Every 4 minutes.	18	White.	181	42	1812
Lough Swilly	Dunree Head	55 16 53	7 37 53	1	F.	..	..	..	91	26	1816
	Fanad Point	..	..	1	F.	..	..	Circular and white.	131	87	1832
Tory Island -	N.W. Point	55 16 26	8 15 0	1	F.	..	16	White.	90	87	1832
Aran or Aran- more Island	Rinawros or N.W. point of Aran Island	55 0 52	8 53 48	1	Fl.	Every minute.	18	Circular. White.	253	76	1865
Rathlin-o- Birne	On the West side of the Island	54 39 47	8 49 52	1	F.	..	16	Circular. Tower white Red, dome and under the light room.	116	65	1856
Killybegs	St. John's Point	54 54 8	8 27 53	1	F.	..	14	White	98	47	1851
	Roten Island	54 56 51	8 26 25	1	F.	..	12	White	66	47	1838
	Black Rock, South side of Entrance to Harbour	54 18 0	8 37 0	1	F.	..	13	White	79	94	1855
Sligo Bay	Oyster Island, within the Entrance	54 18 5	8 34 4	2	F.	..	17	White	49	45 each	1837
Broadhaven -	Guba Cashel Point, West side of Entrance	54 16 0	9 53 0	1	F.	..	12	Stone colour	87	50	1855
Eagle	Eagle Island, W.S.W. 5 1/2 miles from Erris Head	54 17 0	10 5 51	2	F.	..	20	White	220 each	87 64	..
Black Rock -	Western Extremity	54 4 10	10 19 30	1	Fl.	A flash every half minute	22	Circular White	285	50	1864
Blacksod Point	Termon Pier, just within the Point	54 5 54	10 5 54	1	F.	..	10	A square granite tower in roof of dwelling, Reddish gray	57	41	1866
Clew Bay:											
Clare Island	North Point of Island	53 49 30	9 59 30	1	F.	..	27	White	311	39	1806
Inishgort -	On South Point of the Island, Entrance to Westport	53 49 34	9 40 12	1	F.	..	10	White	36	26	1827
Slieve Head -	Illawinnimul Island, off Head	53 25 58	10 14 1	1	Rev.	Every 2 minutes	15	White	115	79	1836
Galway Bay:											
Ereragh Island	West Point	53 8 55	9 51 30	1	Rev.	Every minute	16	Circular Two red horizontal leis	115	101	1857
Straw Island											
Inishkeel Island	South Point	53 2 40	9 51 30	1	F.	..	15	Circular A broad red belt 25 feet in width, horizontal on the shaft of the Tower	110	112	1857
Mutton Island	Centre of Island off Town of Galway	53 15 13	9 3 10	1	F.	..	10	White	33	34	1817
River Shannon:											
Loop Head -	500 yards E. by S. from Extremity of Head	52 53 38	9 55 54	1	Int.	Visible 20 seconds and eclipsed 4 seconds	22	Circular White	277	75	1855
Kilcradan	On the Point	52 54 47	9 42 54	1	F.	..	16	White	135	43	1824
Scattery Island	100 yards from South Point of the Island	..	..	1	F.	..	10	White	50	..	1872
Tarbert	On the Rock	52 55 50	9 21 47	1	F.	..	15	White	58	54	1854
Bevers Rocks	Near the Entrance Edge of the Rocks	52 59 0	9 1 18	1	F.	..	10	Dark stone colour	40	..	1854
Upper part of the Estuary below Limerick:											
Horse Rock	On North side of Chan- nel, about 1 1/2 miles below Limerick	..	..	1	F.	..	6 to 7	Small wood house on piles	9	14	1870
Sod Island -	On North side of Chan- nel, about 1 1/2 miles below Limerick	..	..	1	F.	..	5 to 6	Perch (white)	12	..	1870

British and Irish Lighthouses and Floating Lights—continued.

Name of Light	Place	Latitude N.	Longitude W.	Number of Lights	Fixed, Flashing, Fix. & Fl., Int., Alt., Revolving	Interval of Revolution or Flash	Miles seen in clear Weather	Colour or any Peculiarity of Lighthouse or Vessel	Height in feet, Centre of Lantern above High Water	Height in feet of Building from Base to Vane	Year first lighted
Legheen	On North side of Channel, about 9 miles below Limerick	..	..	1	F.	..	4 to 5	Perch (white)	10	..	1870
Spilling Rock	On South side of Channel, about 8 miles below Limerick	..	..	1	F.	..	4 to 5	Do.	15	..	1870
Crawford Rock	On north Side of Channel, about 6½ miles below Limerick	..	..	1	F.	..	4 to 5	Do.	15	..	1870
Ballast Rock	On North side of Channel, about 4 miles below Limerick	..	..	1	F.	..	4 to 5	Do.	10	..	1870
Coonagh Point	On North side of Channel, about 3 miles below Limerick	..	..	1	F.	..	4 to 5	Pole (white)	10	..	1870
Braemar Point	On South side of Channel, about 3½ miles below Limerick	..	..	1	F.	..	4 to 5	Do.	9	..	1870
Clonmacken Point	On North side of Channel, about 1½ miles below Limerick	..	..	1	F.	..	4 to 5	Do.	10	..	1870
Barrington Quay	On North side of Channel, about 3½ miles below Limerick	..	..	1	F.	..	5 to 4	..	15	..	1870
Dock Head	On South side of Channel, at Limerick	..	..	1	F.	..	5 to 4	Hut (white)	16	..	1870
Tralee	On Little Samphire L.	52 16 14	9 52 55	1	F.	..	5	Circular Blue stone Whitish Gray	56	..	1854
Tearaght	Western of Blasket Islands	52 4 50	10 40 0	1	Rev.	Every minute and a half	22	..	275	57	1870
Valentia	Cromwell's Point	51 56 0	10 19 16	1	F.	..	12	White	54	48	1841
Skelligs	Highest Rock, 7½ miles off shore	51 46 14	10 52 45	1	F.	..	18	White	175	46	1826
Cale Rock	On the Rock	51 34 10	10 14 50	1	FL	Every 15 seconds	17	Circular Red, with white belt Circular White, with red belt White	136	102	1866
Bantry Bay	On Roanacarrig Island, Eastern Entrance	51 39 10	9 44 49	1	F.	..	12	..	55	62	1847
Crookhaven	Rock Island Point, N. side of Entrance.	51 38 35	9 42 39	1	F.	..	15 10 Red	..	67	45	impld. 1867

'Article 5.—Foreign vessels will be measured in the same manner as Netherlands vessels on their first arrival in this country. Should the said vessel be provided with a foreign certificate of measurement, issued by the proper authority, the contents may be determined by reduction into Netherlands measure. The statement of this reduction replaces the certificate of measurement for the application of Articles 7 and 8 of the law of the 14th July, 1855 (*Official Gazette*, No. 105). The reduction will, moreover, be regulated by a general rule to be made by authority.

'Article 6.—The vessels of those countries in which the same system of measurement prevails as in the Netherlands may be exempted by us from measurement in this country on condition of reciprocity and further necessary stipulations.

'Article 7.—Articles 2, 3, and 4 of the above-mentioned law of the 14th of July, 1855, are repealed. The last sentence of Article 2 continues in force until the period fixed at the close of Article 3 of the present law.

'Article 8.—The present law comes into operation on the 1st of July, 1875.

'We order and command that these presents be inserted in the *Official Gazette*, and that all Ministerial Departments, authorities, boards, and officers whom they may concern do see to the strict execution thereof.

'Given at the Loo, the 3rd of June, 1875.

'WILLIAM.

'The Minister of Finance, H. J. Van der Heim.

'Published June 14, 1875, then Minister of Justice, Van Lynden Van Sandenburg.'

[See LONDON.]

LINEN. The value of the exports of linen yarn and linen manufactures, exclusive of jute, the produce of the United Kingdom, in 1874,

chiefly to America and Australia, was as follows, viz. :—

Linen Yarn	£ 1,716,231
Linen Manufactures, White or Plain	5,876,964
" Printed, Checked, or Dyed	287,754
" Sailcloth and Sails	236,339
" ; Other Sorts	665,545
	<u>8,832,533</u>

as against 9,282,983*l.* in 1873; and 6,606,075*l.* in 1870.

LIQUEURS, BRITISH. [WAREHOUSING.]
LISBON. Statement of the value of the imports and exports through the Lisbon Custom House in the four years ending with 1874 :

Years	Imports	Exports
	Mitreis	Mitreis
1871	9,191,249	7,399,900
1872	12,072,443	8,145,526
1873	12,497,728	8,021,619
1874	11,948,569	8,225,775

LIVERPOOL. For an account of her port, docks, &c., see article DOCKS, sub-head *Liverpool*, in Dictionary. [See also COLLISIONS, in this Supplement, for special rules referring to the Mersey.]

The value of the exports in 1874 from this port of the produce of the United Kingdom was 84,857,987*l.*, as against 93,925,396*l.* in 1873.

The chief articles of import were raw cotton, corn, coffee, hides, petroleum, spirits, sugar, tobacco, wine, and wool.

In 1874 there entered this port from foreign countries and British possessions and coastwise 14,016 vessels of 6,258,319 tons, and in the same year there cleared out 13,629 vessels of 6,110,089 tons. [IMPORTS AND EXPORTS.]

The customs duties collected at this port in 1874 amounted to 2,966,241*l.*

The population of Liverpool in 1871 was 493,346.

LLOYD'S. [INSURANCE, MARINE.] In Thornbury's 'Old and New London,' pp. 509-510, it is mentioned that after the Fire of London, and destruction of the Exchange, the Underwriters met in a room in Cornhill, and thence they removed to a coffee-house in Lombard Street, kept by a person named Lloyd, where intelligence of vessels was collected and made public. The early history of Lloyd's List is also referred to thus:—'In a copy of Lloyd's List, No. 996, still extant, dated Friday, June 7, 1745, and quoted by Mr. Effingham Wilson, it is stated: "This List, which was formerly published once a week, will now continue to be published every Tuesday and Friday, with the addition of the Stocks, Course of Exchange, &c. Subscriptions are taken at 3s. per quarter, at the bar of Lloyd's Coffee-house, in Lombard Street." Lloyd's List must therefore have commenced about 1726, if the previous issue had been uniformly once a week.

LOAD-LINE. [SEAWORTHY.]

LONDON. For a description of the various docks on the Thames, see article Docks in the Dictionary.

The value of the exports in 1874 from the port of London of the produce of the United Kingdom was 60,282,118*l.*, as against 57,199,098*l.* in 1873.

The chief articles of import were cocoa, coffee, corn, fruit, jute, hides, petroleum, provisions, rice, silk, spirits, sugar, tea, tobacco, wine, and wool.

The amount of customs duties collected at the port of London in 1874 was 9,506,721*l.*

In 1874 there entered the port of London from foreign countries and British possessions and coastwise, 43,847 vessels of 8,337,408 tons, and in the same year 18,763 vessels of 5,195,884 tons cleared out. [IMPORTS AND EXPORTS.]

Account of the number of Vessels which entered the Port of London from Foreign Ports in 1873 and 1874, and the Amount of their Tonnage. (Extracted from 19th Customs Report.)

	1873		1874	
	Nmbr.	Tonnage	Nmbr.	Tonnage
With cargo:				
Sailing vessels	6,548	2,235,199	6,458	2,264,545
Steamers	4,456	12,245,734	4,783	2,407,131
In ballast:				
Sailing vessels	108	32,417	123	26,097
Steamers	103	44,584	139	65,868
Total sailing vessels	6,456	2,257,616	6,581	2,290,572
„ steamers	4,561	2,290,318	4,922	2,472,999
Total of all sorts	11,017	4,547,934	11,503	4,763,571

The population of London (within the police districts) was, in 1871, 3,883,092.

Extract from schedule referred to in Order in Council of February 5, 1872, as to the Conservancy of the Thames:—

'Accommodation for vessels between London Bridge and Irongate Stairs.' 3. The harbour-master shall provide, as far as practicable, accommodation between London Bridge and Irongate Stairs for vessels passing up and down the river, maintaining, as far as practicable, a navigable passage of not less than two hundred feet.

'Width of passage between Irongate Stairs and Barking Creek.'—4. The harbour-master shall provide and maintain, as far as practicable, for vessels passing up and down the said river between Irongate Stairs and Barking Creek a

navigable passage of not less than three hundred feet, and where the navigable passage shall be between a tier of vessels and the shore the space hereby allotted for any such passage shall be reckoned from the vessel in such tier which shall be nearest to the said shore to the low-water mark on the said shore, and in all parts of the river where the navigable passage shall be in the stream between tiers of vessels the space allotted for the navigable passage shall be reckoned from the vessel in each of the said tiers nearest to the other or opposite tier.

'Number of vessels to be moored at the respective tiers.'—5. The several tiers used by colliers shall be placed as near to the respective shores of the river as the depth of the water will permit, and no more colliers or vessels shall be moored and distributed thereat at the same time than the number hereinafter respectively specified and allotted, that is to say:—

ON THE SOUTH SIDE OF THE RIVER.

Princes Stairs, upper tier, ten vessels.
Princes Stairs, lower tier, ten vessels.
Church Hole, upper tier, ten vessels.
Church Hole, lower tier, twelve vessels.
Hanover Hole, upper tier, twelve vessels.
Hanover Hole, lower tier, twelve vessels.
Mill Hole tier, twelve vessels.

ON THE NORTH SIDE OF THE RIVER.

Bell Wharf tier, fourteen vessels.
Stone Stairs tier, eighteen vessels.
Ratcliffe Cross, upper tier, sixteen vessels.
Ratcliffe Cross, lower tier, six vessels.

At all the said tiers or stations hereinbefore mentioned not more than one half of the said number of vessels so allotted and specified shall be moored with their heads up the river, nor more than one half of the said number of vessels with their heads down the river.

'Number of colliers to be moored at the several stations.'—6. No more vessels shall be placed or permitted to remain at or in the several stations for colliers below Blackwall, at one time, than the number herein respectively specified (that is to say),—

ON THE SOUTH SIDE OF THE RIVER.

Station No. 1, from Blackwall Point to the Charlton Ferry, Bugsby's Hole, seventy-five vessels.
Station No. 2, Galleons, fifteen vessels.

'No vessel to remain longer than fifteen days.'—7. No vessel shall under any circumstances, without an order or consent for that purpose first had and obtained from the harbour-master, remain in any of the tiers in the said river for a longer period than fifteen days next after such vessel shall have entered any such tier exclusive of the day of entering the same.

'Vessels to remove from tiers at the next flood-tide.'—8. Every vessel admitted into any tier in any part of the river shall go out and remove from such tier at the next succeeding flood-tide after its cargo shall have been discharged, and shall forthwith proceed to such station as shall be for that purpose appointed by the harbour-master, who is hereby authorised and required, in case of any such vessel not being so removed within the time aforesaid, to remove the same from such tier, and to take and place the same in such part of the river as shall be by him for that purpose deemed fit; and the expenses of so removing and placing such vessel shall be recoverable from the owner or owners of the said

vessel, or from the master thereof, to the use of the Conservators, as provided by the Thames Conservancy Act, 1857.

'No vessel to be moored in in-shore passages or ferries, so as to obstruct.—9. No vessel shall lie at, be placed, made fast, or moored in any of the in-shore passages or ferries or upon the banks or shores of the river, so as to prevent the free transit of any other vessel. And it shall be lawful for the harbour-master forthwith to unmoor and remove, or cause to be unmoored and removed, any vessel so placed, made fast, or moored, and the amount of the charges and expenses of such unmooring and removal shall be recoverable from the owner or owners, or from the master of the said vessel, to the use of the said Conservators, as provided by the Thames Conservancy Act, 1857.

'No vessel to be anchored between the tiers or in the water-way.—10. No vessel shall be anchored, moored, or placed between the tiers hereinbefore mentioned, or outside the stations hereinbefore mentioned, or in any part of the navigable water-way of the river, otherwise than by the order and direction of the harbour-master.

'For removal of vessels encroaching upon the passage.—11. The harbour-master may give notice for the removal, within a time to be in the said notice specified, of any vessel which shall at any time be so moored, anchored, or placed in any part of the river, as in his opinion shall encroach upon the free navigation of the river, to such other place as such harbour-master in his discretion shall see fit, such notice to be given to the master of such vessel, or in case there shall be no person on board the said vessel, then such notice to be affixed and left affixed to some conspicuous part of such vessel, and in case the same shall not be removed in accordance with the said notice before the expiration of such time, the harbour-master is hereby authorized to remove or cause to be removed any such vessel, and the amount of the charges and expenses of such removal shall be recoverable from the owner or owners, or from the master of the said vessel, to the use of the Conservators, as provided for by the Thames Conservancy Act, 1857.

'Vessels obstructing passage to be removed.—12. No vessel shall be brought up, stopped, or placed so as to encroach upon or obstruct the free navigation of or passage on the river, nor on any vessel going into any of the said tiers, or quitting the same and getting into the stream of the fairway of the river, shall any anchor be let go therefrom (except for the purpose of navigating such vessel), and no part of the cargo of any vessel and no ballast shall be discharged or taken in whilst the same is lying in the stream of the fairway of the river, and the harbour-master is hereby authorized and required to remove any vessel so causing such obstruction to the navigation and fairway of the river, and the amount of the charges and expenses of such removal shall be recoverable from the owner or owners or master of such vessel to the use of the Conservators, as provided by the Thames Conservancy Act, 1857.

'As to floats or rafts.—13. No float or floats, or raft or rafts of timber, either singly or together, exceeding sixty feet in length (except timber in one length), and twenty feet in width, shall be permitted to go into or pass along any part of the stream of the river between Bugsby's Hole and London Bridge, nor shall any float or floats, raft or rafts of timber, exceeding forty feet in width, be permitted to go into or pass along any other part of the stream of the river, nor shall any two or more floats or rafts of timber go or

float abreast, nor shall more than three such floats or rafts in one body in continuous succession go into or pass along any part of the said stream lengthways, nor shall any following float or raft of timber go within the distance of three hundred yards of any other such float or raft floating upon the stream of the river.

'Vessels to pass singly.—14. All vessels navigating the river between London Bridge and Bugsby's Hole shall singly and separately pass along the same, except vessels in tow of steam-tugs, skiffs, wherries, or ship's boats fastened together or towed at the stern of any vessel, and vessels not exceeding six in number, two only abreast, and towed by steam.

'Course of vessels navigating Gravesend Reach.—15. All vessels navigating Gravesend Reach are to keep to the northward of a line defined by a skeleton beacon erected upon the India Arms Wharf on with the high chimney of the Cement Works at Northfleet; and all vessels intending to anchor in the Reach are to bring up to the southward of that line. A lantern is placed on the above beacon which shows (at night) a bright light to the northward of the same line, and a red light to the southward of it, over the anchorage ground. All vessels so anchoring and remaining beyond a period of twenty-four hours are to be moored.

'Barges over fifty tons to have two persons to navigate them.—16. All barges, boats, lighters, and other like craft navigating the river shall, when under way, have at least one competent man constantly on board for the navigation and management thereof, and all such craft of above 50 tons burden shall, when under way, have one man in addition on board to assist in the navigation and management of the same, with the following exceptions: when being towed by a steam vessel, or when being moved to and fro between any vessels or places a distance not exceeding 200 yards; and in case of non-compliance with this present bye-law, the harbour-master may take charge of and remove such craft to such place as to such harbour-master may seem fit, and the amount of the charges and expenses of taking charge thereof, and of such removal, shall be recoverable from the owner or owners or master thereof, to the use of the Conservators, as provided by the Thames Conservancy Act, 1857.

'Left anchors to be buoyed.—17. Any vessel slipping or parting from her anchor, shall leave a buoy to mark the position of such anchor.

'As to anchors in the stream.—18. No anchors or anchors shall be suffered to lie or remain in the stream of the river outside of the line of the said tiers so as to endanger any vessel. And if any anchor or anchors of any vessel shall be so permitted or suffered to lie or remain in the stream of the river outside of the line of any of the tiers in such a manner as in the judgment of the harbour-master to endanger the vessels passing up or down the river, it shall be lawful for the harbour-master, and he is hereby required to deliver or cause to be delivered on board such vessel a notice in writing, signed by him, requiring the master of such vessel forthwith to remove such anchor or anchors; and if such master shall not within a reasonable time after the delivery of such notice, remove such anchor or anchors, the harbour-master is hereby further authorized and required to remove or cause to be removed such anchor or anchors, and the amount of the charges and expenses of such removal shall be recoverable from the owner or owners or master of the said vessel, to the use of the Conservators,

as provided for by the Thames Conservancy Act, 1857.

'Anchors a cock bill.—19. No vessel shall navigate or lie in the river with its anchor or anchors a cock bill, except while fishing such anchor or anchors or during such time as may be absolutely necessary for getting such vessel under way or for bringing it to anchor.

'Anchors hanging up by the cable.—20. No vessel shall be navigated or lie in the river with its anchor or anchors hanging by the cable perpendicularly from the hawse, unless the stock shall be awash, except during such time as shall be absolutely necessary for catting or fishing the said anchor or anchors, or during such time as may be absolutely necessary for getting such vessel under way.

'Vessels to be slackened off if required.—21. In the loading and unloading of any vessel in any one of the said tiers in the river when and as often as it may be found requisite and necessary for any vessel to lie alongside another for the purpose of receiving or delivering goods or ballast, it shall and may be lawful for the harbour-master to direct and require the master of any such vessel as aforesaid to slack off the same, and in case of non-compliance by the master with the said direction the harbour-master is hereby authorized to slack off such vessel lying alongside as aforesaid.

'Vessels not to be boomed off, and to be laden over the bows.—22. No vessels which shall hereafter be laid or stationed in any of the said tiers in the river shall lie or be boomed off from each other, unless when necessary for the purpose of admitting any other vessel alongside the same, and every such vessel (except the outward one at each end or extremity of such tier), shall be laden over the bows thereof, and not otherwise, unless from the weight or bulk of the goods or nature of the merchandize it shall be deemed by and appear to the harbour-master necessary to load or unload the same alongside, and when and so often as the harbour-master shall direct any vessel to be loaded or unloaded, every master of any vessel so lying in the said tier as aforesaid, when required to do so by such harbour-master, shall as speedily as possible slack the breastfasts and moorings of his vessel for the purposes aforesaid.

'As to the public moorings.—23. No private chain or chains shall be affixed to the public moorings in the river without the permission of the harbour-master first had and obtained; and if any such private chain or chains shall be affixed to the said public moorings, the harbour-master is hereby authorized to remove the same therefrom.

'Vessels at moorings.—24. No vessel shall be moored to the public moorings in the river otherwise than by the proper rings and bridles.

'Vessels in tiers.—25. Every vessel lying in any of the said tiers in the river shall have a bow and stern lashing to the vessel next to it in the said tier.

'When hawser to be slackened.—26. Every master of any vessel which shall be moored or navigated on any part of the river with a warp, hawser, rope, or chain, or having a rope across for any purpose whatsoever, unless in the act of entering or departing from any dock, shall slack the same down on the approach of any other vessel which shall be proceeding, dropping, or sailing with or against the tide.

'Moorings to be slackened when required.—27. The harbour-master may order the moorings to be slackened down, or the sails to be furled, or the

yards, masts, and booms, or any or either of them respectively, of any vessel lying or being in the said river, forthwith to be struck or run in, whenever in the judgment of any such harbour-master it shall be proper and expedient for the safety of any vessel or vessels so to do.

'Vessels to be navigated in a careful manner.—

28. Every vessel shall at all times, while passing on the river, be navigated in a careful and proper manner, as well with regard to the safety of such vessel, as of other vessels on the river.

29. The following steering and sailing rules shall be observed by vessels navigating the River Thames:—

'Proviso to save special cases.—(a) In construing and obeying the following rules, due regard must be had to all dangers of navigation; and due regard must also be had to any special circumstances rendering a departure from such rules necessary in order to avoid immediate danger.

'Two sailing vessels meeting.—(b) If two sailing vessels are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

'Two sailing vessels crossing.—(c) When two sailing vessels are crossing, so as to involve risk of collision, then, if they have the wind on different sides, the vessel with the wind on the port side shall keep out of the way of the vessel with the wind on the starboard side; except in the case in which the vessel with the wind on the port side is close-hauled and the other vessel free, in which case the latter vessel shall keep out of the way; but if they have the wind on the same side, or if one of them has the wind aft, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

'Two vessels under steam meeting.—(d) If two vessels under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

'Two vessels under steam crossing.—(e) If two vessels under steam are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

'Sailing vessels in tow and vessels under steam.—(f) If two vessels, one of which is a sailing vessel and the other a steam vessel, are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

'Vessels under steam to slacken speed.—(g) Every steam vessel when approaching another so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse; and every steam vessel shall, when in a fog, go at a moderate speed.

'Vessels overtaking other vessels.—(h) Every vessel overtaking any other vessel, shall keep out of the way of the said last-mentioned vessel.

(i) Where, by the above rules, one of two vessels is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the article (a).

'No vessel, under any circumstances, to neglect proper precautions.—(j) Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

'As to mooring steam-vessels.—30. No steam-

vessel shall be worked, navigated, or placed upon, or anchored or moored in the river within three hundred and sixty feet of Her Majesty's Dock-yard or Arsenal at Woolwich, or of Her Majesty's Victualling-yard at Deptford.

'No steam-vessel while attached to mooring to have engines in motion.'—31. No master of any steam-vessel, engineer, or other person therein shall set the engine or engines of such steam-vessel in motion during the time that such steam-vessel shall be attached to any mooring or moorings in the river.

'Steam-vessels' lights.—32. Every steam-vessel navigating the River Thames (except as hereinafter provided) shall, between sunset and sunrise, while under way, exhibit the three following lights of sufficient power to be distinctly visible with a clear atmosphere on a dark night at a distance of at least one mile, namely:—

'(a) At the fore-mast, or if there be no fore-mast at the funnel, a bright white light suspended at the height of not less than ten feet from the deck, and so fixed as to throw the light from right ahead to two points abaft the beam on either side.

'(b) On the starboard side, a green light so fixed and fitted with an inboard screen as to throw the light from direct ahead to two points abaft the beam on the starboard side.

'(c) On the port side, a red light so fixed and fitted with an inboard screen as to throw the light from direct ahead to two points abaft the beam on the port side.

'(d) Provided, however, that no passenger steam-vessel whilst navigating the said river above London Bridge, and when under-way, shall be bound to exhibit between sunset and sunrise any other lights than two bright white lights, one at her mast-head, and one at her stem.

'Steamers' lights when towing.—33. Steamers towing vessels shall between sunset and sunrise exhibit, in addition to the above-mentioned three lights, a white light on the fore-mast or funnel not less than four feet vertically above the first-mentioned white light, of the like power and similar to it in every respect.

'Dredgers' lights.—34. Every steam-dredger moored in the River Thames shall, between sunset and sunrise, exhibit three bright lights from globular lanterns of not less than eight inches in diameter, the said three lights to be placed in a triangular form, and to be of sufficient power to be distinctly visible, with a clear atmosphere, on a dark night, at a distance of at least one mile, and to be placed not less than six feet apart on the highest part of the framework athwart-ships.

'Fog signals.—35. Every steam-vessel when the steam is up, and when under way, shall, in all cases of fog, use as a signal a steam-whistle, which shall be sounded at least every three minutes.

'(a) Sailing-vessels when under way shall in like manner use a fog-horn.

'(b) When at anchor, all vessels shall in like manner use a bell.

'Master of steam-vessel to remain on paddle-box or bridge.—36. The master of every steam-vessel navigating the river shall be and remain on one of the paddle-boxes, or on the bridge of such steam-vessel, and shall cause a proper look-out to be kept from the said steam-vessel during the whole of the time it is under way, and shall remove or cause to be removed any person other than the crew who shall be on the bridge or paddle-boxes of such steamer.

'No person to be taken on board nor leave steam-vessel whilst in motion.—37. No person shall be

taken on board any steam-vessel navigating the said river, nor leave the same for the purpose of landing whilst the vessel is in motion, nor shall the engine thereof be put in motion until any boat or wherry bringing or taking away any passenger to or from such steam-vessel shall be sufficiently clear thereof.

'Steam-vessels plying on river to show places between which they ply.—38. Every steam-vessel navigating the river, and conveying passengers from any landing-place to any other landing-place thereon, shall have painted and conspicuously displayed on the outside of such vessel, and on each side thereof, in letters of not less than three inches in length, the names of the places between which such vessel plies.

'Vessels for certain purposes to be licensed by Conservators.—39. No vessel shall be used for the purpose of carrying away refuse from gas-works or other manufactories, or mud or other liquid or solid substances of an offensive and deleterious nature, which it is unlawful to cast into the Thames, other than the vessels licensed by the Conservators for that purpose under their seal.

'Precautions in taking in or discharging ballast.—40. No master of any vessel shall take in or discharge ballast, unless canvas or tarpaulings be affixed below the ballast port, and extend down inside the barges, so as to prevent the ballast falling into the river.

'Barges to have fifteen inches free board.—41. No person shall navigate any barge or lighter on the river below London Bridge unless there shall be a free board of at least fifteen inches, to be measured from the water's edge to the top of the coamings of the hatches; and if there be no coamings there shall be a free board of at least fifteen inches, to be measured from the water's edge to the top of the gunwale.

'Penalties for intoxication, &c.—42. Any master, engineer, waterman, or other person engaged in navigating any vessel in the river who shall be intoxicated while so engaged, and any person whosever engaged or employed on the river who shall make use of abusive or insulting language to any officer of the Conservators whilst employed in the performance of the duties of his office, or shall obstruct any such officer in the execution of his said duties, shall be deemed to have committed a breach of these present by-laws, and shall be liable to the penalty hereinafter mentioned.

'Gunpowder, provisions for shipment of.—43. No seagoing vessel (except those for the Queen's Service) shall ship in the River Thames a larger quantity of gunpowder than twenty-five pounds, unless she be brought up between the two lower magazines in Halfway Reach on the south shore of the river, or at the red buoy in St. Clement's Reach, or in the lower part of Gravesend Reach, below the 'Ship and Lobster,' where two red buoys are placed, and no gunpowder exceeding twenty-five pounds for the ship's use, shall be taken on board any vessel, whilst she is attached to, or alongside of a steam-vessel whose fires are lighted.

'Ships to display a flag.—44. All vessels carrying more than twenty-five pounds of gunpowder as cargo, shall keep flying, in a conspicuous position, a square red flag not less than two square feet in size.

'As to payment of tonnage dues on vessels not entered at the Customs.—45. The master or owner of any vessel entering or leaving the Thames, subject to the payment of tonnage dues, and which has not been entered at the office of H.M. Customs, and on which the tonnage dues have

not been paid to the receiver there, shall furnish the Conservators, for the purpose of registration, full particulars of the name, tonnage, and owner of such vessel, and the port to which she belongs, and shall send a return once in every month of the arrival and departure of such vessel during the preceding month to the office of the Conservators, and shall pay to the Conservators the tonnage rates which are then due for each time of arrival in, and departure from the river, provided by the Act of the 4th and 5th Wm., cap. 32, entitled 'An Act for rendering the Tonnage Rates payable in the Port of London.'

The following bye-laws have been published as an appendix to Order in Council of March 17, 1875, referring to the use of certain lights, and the protection of craft during boat-races, &c. :—

Schedule referred to in Order in Council.

1. All vessels under sail east of London Bridge shall exhibit, between sunset and sunrise, two lights, namely, a green light on the starboard side, so fixed and fitted with an inboard screen as to throw the light from direct ahead to two points abaft the beam on the starboard side; and a red light on the port side, so fixed and fitted with an inboard screen as to throw a light from direct ahead to two points abaft the beam on the port side, such lights to be visible on a dark night, with a clear atmosphere, at a distance of at least one mile.

2. Every person in charge of a dumb-barge when under weigh and not in tow shall, between sunset and sunrise, when below or to the eastward of a line drawn from the upper part of Silvertown, in the county of Essex, to Charlton Pier, in the county of Kent, have a white light always ready, and exhibit the same on the approach of any vessel.

3. The person in charge of the sternmost or last of a line of barges, when being towed, shall exhibit, between sunset and sunrise, a white light from the stern of his barge.

4. All vessels and barges, when at anchor in the fairway of the river, shall exhibit the usual riding light.

5. All vessels when employed to mark the position of wrecks or other obstructions shall exhibit two bright lights placed horizontally, not less than six feet apart.

6. On the occasion of any boat race, regatta, public procession, or ship launch in the River Thames below Staines, or on any other occasion when large crowds assemble thereon, no vessel shall pass on the river so as to obstruct, impede, or interfere with the boat race, regatta, procession, or launch, or to endanger the safety of persons assembling on the river, or to prevent the maintenance of order thereon; and the master of every vessel shall, on all such occasions, observe the directions of the Harbour Master or other officer of the Conservators of the Thames engaged in superintending the execution of this bye-law.

7. No vessel shall be moored to or remain at any pier or vessel of or to, or at any premises belonging to the Conservators of the River Thames, without the permission of their officer in charge of such pier, vessel, or premises being first had and obtained, and shall move away when ordered so to do.

8. In construing the sixteenth bye-law of the rules and bye-laws for the regulation of the navigation of the River Thames, allowed by Her Majesty in Council at a Court held on February 5, 1872, the word 'burden' shall mean the burden

or burthen of a barge as registered at Waterman's Hall.

9. Any master or person in charge of any vessel or barge failing in any respect to comply with or committing any breach of or in any way infringing any of these bye-laws, shall be liable to a penalty of and shall forfeit a sum not exceeding, five pounds for each offence, which penalties shall be recovered, enforced, and applied according to the provisions of the Thames Conservancy Acts, 1857 and 1864.

MACCARONI. Customs duty on repealed, 1869.

MACHINERY. The value of the machinery, the produce of the United Kingdom, exported in 1874, was as follows :—

Steam Engines	£
Other sorts	5,855,685
	6,535,279
	9,790,914

as against 10,019,929*l.* in 1873, and 3,887,821*l.* in 1860.

MADRAS. [See EAST INDIES.]

MAIZE or INDIAN CORN, and MEAL. Customs duty on repealed, 1869.

MALT. Extracts and essences or other concentrations of malt may now be imported into the United Kingdom, in transit or to be warehoused for exportation only, under 32 & 33 Vict. c. 14, s. 3. [ALE AND BEER.]

The duty on malt imported into the United Kingdom from foreign ports, or brought from the Channel Islands or the Isle of Man, is fixed at 24*s.* per quarter, by Customs and Inland Revenue Act of 1871, 34 & 35 Vict. c. 103.

Account of the Quantities of Malt charged with Duty in England and Wales, and of the Revenue received thereon, in the undermentioned Years from 1867 to 1873.

Years	Number of bushels of Malt	Amount of Duty
		£
1868	44,533,274	6,070,835
1869	44,211,215	5,966,160
1870	47,339,712	6,124,152
1871	45,123,969	6,119,938
1872	51,538,628	6,902,644
1873	52,801,181	7,161,150

Account of the Quantities of Malt charged with Duty in Scotland, and of the Revenue received thereon, in the undermentioned Years from 1867 to 1873.

Years	Number of bushels of Malt	Amount of Duty
		£
1868	2,375,119	320,948
1869	2,309,142	312,100
1870	2,660,102	359,161
1871	2,728,574	368,957
1872	2,957,615	400,195
1873	3,160,338	427,837

Account of the Quantities of Malt charged with Duty in Ireland, and of the Revenue received thereon, in the undermentioned Years from 1867 to 1873.

Years	Number of bushels of Malt	Amount of Duty
		£
1868	2,795,538	378,934
1869	2,879,875	390,311
1870	3,175,538	430,512
1871	2,871,554	380,206
1872	2,791,909	378,388
1873	2,834,570	438,411

MAN, ISLE OF. The Customs duties on corn imported into the Isle of Man were repealed by 33

Vict. c. 12; and by 33 & 34 Vict. c. 43, the Customs duty on sugar-candy (white or brown), refined sugar, or sugar rendered by any process equal to refined, foreign or British, was reduced from 6s. to 4s. per cwt. The Customs duties on coffee and chicory were reduced, in 1872, to 1d. per lb., and those on sugar in 1873, as follows, viz.: refined to 3s. per cwt.; sugar of any other sort, except molasses, 2s.; and molasses, 6d.; but those on sugar were abolished in 1874.

The Customs tariff for the Isle of Man was amended and consolidated as follows, by Act of 1874:—

In lieu of the duties of Customs now chargeable upon goods imported or brought into the Isle of Man there shall, on and after June 25, 1874, be charged and paid on the following goods the several duties of customs hereinafter enumerated:

Ale or beer, according to the specific gravity of the worts before fermentation (hereinafter designated 'specific gravity'), as set forth in the following table, on their importation or removal into the Isle of Man:—

If the degrees of Specific Gravity be	And if the degrees of Specific Gravity be less than	Duty the barrel of 36 Gallons.		
		£	s.	d.
1040	1040	0	2	0
1045	1045	0	2	6
1050	1050	0	3	0
1055	1055	0	3	6
1060	1060	0	4	0
1065	1065	0	4	6
1070	1070	0	5	0
1075	1075	0	5	6
1080	1080	0	6	0
1085	1085	0	6	6
1090	1090	0	7	0
1095	1095	0	7	6
1100	1100	0	8	0
1105	1105	0	8	6
1110	1110	0	9	0
1115	1115	0	9	6
1120	1120	0	10	0
1125 or more	1125	0	10	6
		0	11	0

Chicory and coffee, or any other matter £ s. d.
applicable to the use of chicory or
coffee - - - the lb. 0 0 1

Spirits, namely:—

Brandy, Geneva, and all foreign spirits, not being liqueurs, cordials, mixed, sweetened, or perfumed spirits - - - the gallon 0 8 6

Rum, including shrub, of the British Possessions - - - the gallon 0 6 6

British or Irish spirits, not otherwise exempted from payment of duty, the gallon - - - - - 0 6 6

Spirits:—

Such spirits not exceeding the strength of proof by Sykes' hydrometer, and so in proportion for any greater or less strength of proof, and for any greater or less quantity than a gallon.

Liqueurs, cordials, mixed, sweetened, and perfumed spirits - the gallon 0 10 0

— of the British Possessions,

the gallon - - - - - 0 5 0

Eau-de-Cologne - - - the gallon 0 10 0

Tea - - - - - the lb. 0 0 4

Tobacco, unmanufactured - do. 0 2 6

Tobacco:—

Manufactured, of all sorts, and cigars, the lb. - - - - - 0 3 6

Wine, namely:—

Containing less than 26 degrees of proof spirit, verified by Sykes' hydrometer, the strength thereof having been ascertained by test at

Liverpool or some other testing

port in Great Britain or Ireland,

the gallon - - - - - 0 0 8

Other wines - - - - - 0 1 8

An Act was passed in 1872, 35 & 36 Vict. c. 23, amending the law relative to the harbours and coasts of the Isle of Man.

The 37 Vict. c. 8 authorizes the collection of harbour dues in the Isle of Man. There entered the ports of the Isle of Man, in 1873, from foreign countries and British Possessions and coastwise, 1,480 vessels of 183,766 tons.

MANDIOCA FLOUR. Customs duty on, repealed, 1869.

MANILLA. The Board of Trade gave notice (July 5, 1869) in the *London Gazette*, that the Spanish Government had issued two decrees, of which translations were published, the one reforming the Customs duties in the Philippines, and the other relating to the introduction and repairs of vessels in those islands. The imports from the Philippine Islands into the United Kingdom, in 1874, were valued at 1,417,989*l.*, and the exports from the United Kingdom to the Philippines, in the same year, at 469,418*l.*

MANNA CROUP. Customs duty on, repealed, 1869.

MARMALADE. Customs duty on, abolished in 1874.

MASTERS. Colonial Legislatures have, under 32 Vict. c. 11, power to grant, after examination, certificates of qualification to persons intending to act as masters, mates, or engineers on board British ships. [SEAMEN.]

MATES. [MASTERS.]

MEAL, of all kinds. Customs duty on, repealed, 1869.

MECKLENBURG. See article ROSTOCK, in Commercial Dictionary.

MERCANTILE MARINE, OR MERCHANT SHIPPING. [SHIPPING.]

MESSINA. Statement showing the value of merchandise imported into and exported from Messina in each of the last five years, viz.:—

Years	Imports	Exports
1870	£ 937,718	£ 1,183,663
1871	1,038,403	1,307,633
1872	1,120,663	1,374,414
1873	1,262,930	1,451,086
1874	1,403,954	1,647,937

In 1874, 3,793 vessels of 1,058,966 tons, and with crews numbering 61,138, entered the port of Messina, and of these 357 ships of 232,728 tons, and with crews numbering 8,058, were British.

METALS. See BULLION, COPPER, IRON, LEAD, AND PRECIOUS METALS.

METHYLATED SPIRIT. The 32 & 33 Vict. c. 103 explains the 18 & 19 Vict. c. 38 as to the excess or deficiency, in the stocks of makers of this spirit, which would be forfeited or charged with duty under this Act. [CUSTOMS TARIFF.]

MEXICO. See articles ACAPULCO and VERA CRUZ, in Commercial Dictionary. The value of the total exports from the United Kingdom to Mexico, in 1874, was 1,322,876*l.*, and the value of our imports from Mexico, in the same year, was 546,651*l.*, being both considerably above the average of the preceding ten years.

MILLINERY. [See HABERDASHERY.]

MINT. [COIN.]

MOLASSES. Customs duty on, abolished in 1874.

MONEY. [BANKS AND COIN.]

MOROCCO. See article MOGADORE, in Dictionary. The value of the imports from Morocco

into the United Kingdom, in 1874, was 699,163*l.*, and that of our exports to Morocco, 513,268*l.*, both considerably above the average of the last ten years.

MUM. [ALE AND BEER.]

MUSCAT. [SLAVES AND SLAVE TRADE.]

NAPHTHA. [CUSTOMS' TARIFF.]

NAPLES. The total value of the imports into Naples in 1873 was 5,110,473*l.*, as against 5,167,713*l.* in 1872; and the total exports from Naples in 1873 was 1,743,108*l.*, as against 1,487,189*l.* in 1872. [Consul Calvert's Report of Sept. 3, 1874.]

NATIONAL DEBT. [FUNDS.]

NATURALISATION. See articles ALIENS, in the Commercial Dictionary and this Supplement.

NAVIGATION. [SHIPS.]

NEUTRALITY. Acting mainly on the recommendation of the Royal Commissioners of 1867, quoted in the article on this subject in the Commercial Dictionary, the Legislature have by the Foreign Enlistment Act of 1870, 33 & 34 Vict. c. 90, while repealing 59 Geo. III. c. 69, enacted as follows:—

Penalty on Enlistment in Service of Foreign State.—If any person, without the license of her Majesty, being a British subject, within or without her Majesty's dominions, accepts or agrees to accept any commission or engagement in the military or naval service of any foreign state at war with any foreign state at peace with her Majesty, and in this Act referred to as a friendly state, or whether a British subject or not within her Majesty's dominions, induces any other person to accept or agree to accept any commission or engagement in the military or naval service of any such foreign state as aforesaid—

He shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour.

Penalty on Leaving her Majesty's Dominions with intent to serve a Foreign State.—If any person, without the license of her Majesty, being a British subject, quits or goes on board any ship with a view of quitting her Majesty's dominions, with intent to accept any commission or engagement in the military or naval service of any foreign state at war with a friendly state, or, whether a British subject or not, within her Majesty's dominions, induces any other person to quit or to go on board any ship with a view of quitting her Majesty's dominions with the like intent—

He shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour.

Penalty on Embarking Persons under False Representations as to Service.—If any person induces any other person to quit her Majesty's dominions or to embark on any ship within her Majesty's dominions under a misrepresentation or false representation of the service in which such person is to be engaged, with the intent or in order that such person may accept or agree to accept any commission or engagement in the military or naval service of any foreign state at war with a friendly state—

He shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the court before which the offender is

NEUTRALITY

convicted; and imprisonment, if awarded, may be either with or without hard labour.

Penalty on taking illegally Enlisted Persons on Board Ship.—If the master or owner of any ship, without the license of her Majesty, knowingly either takes on board, or engages to take on board, or has on board such ship within her Majesty's dominions any of the following persons, in this Act referred to as illegally enlisted persons; that is to say—

1. Any person who, being a British subject within or without the dominions of her Majesty, has, without the license of her Majesty, accepted or agreed to accept any commission or engagement in the military or naval service of any foreign state at war with any friendly state:

2. Any person, being a British subject, who, without the license of her Majesty, is about to quit her Majesty's dominions with intent to accept any commission or engagement in the military or naval service of any foreign state at war with a friendly state:

3. Any person who has been induced to embark under a misrepresentation or false representation of the service in which such person is to be engaged, with the intent or in order that such person may accept or agree to accept any commission or engagement in the military or naval service of any foreign state at war with a friendly state:

Such master or owner shall be guilty of an offence against this Act, and the following consequences shall ensue; that is to say—

1. The offender shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour: and

2. Such ship shall be detained until the trial and conviction or acquittal of the master or owner, and until all penalties inflicted on the master or owner have been paid, or the master or owner has given security for the payment of such penalties to the satisfaction of two justices of the peace, or other magistrate or magistrates having the authority of two justices of the peace: and

3. All illegally enlisted persons shall immediately on the discovery of the offence be taken on shore, and shall not be allowed to return to the ship.

Penalty on Illegal Ship-building and Illegal Expeditions.—If any person within her Majesty's dominions, without the license of her Majesty, does any of the following acts; that is to say—

1. Builds or agrees to build, or causes to be built, any ship with intent or knowledge, or having reasonable cause to believe that the same shall or will be employed in the military or naval service of any foreign state at war with any friendly state: or

2. Issues or delivers any commission for any ship with intent or knowledge, or having reasonable cause to believe that the same shall or will be employed in the military or naval service of any foreign state at war with any friendly state: or

3. Equips any ship with intent or knowledge, or having reasonable cause to believe that the same shall or will be employed in the military or naval service of any foreign state at war with any friendly state: or

4. Despatches, or causes or allows to be despatched, any ship with intent or knowledge, or having reasonable cause to believe that the same shall or will be employed in the military or naval service of any foreign state at war with any friendly state:

Such person shall be deemed to have committed an offence against this Act, and the following consequences shall ensue:—

1. The offender shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour:

2. The ship in respect of which any such offence is committed, and her equipment, shall be forfeited to her Majesty:

Provided that a person building, causing to be built, or equipping a ship in any of the cases aforesaid, in pursuance of a contract made before the commencement of such war as aforesaid, shall not be liable to any of the penalties imposed by this section in respect of such building or equipping, if he satisfies the conditions following (that is to say)—

1. If forthwith upon a proclamation of neutrality being issued by her Majesty he gives notice to the Secretary of State that he is so building, causing to be built, or equipping such ship, and furnishes such particulars of the contract and of any matters relating to, or done, or to be done under the contract as may be required by the Secretary of State:

2. If he gives such security, and takes and permits to be taken such other measures, if any, as the Secretary of State may prescribe for ensuring that such ship shall not be despatched, delivered, or removed without the license of her Majesty until the termination of such war as aforesaid.

Presumption as to Evidence in Case of Illegal Ship.—Where any ship is built by order of or on behalf of any foreign state when at war with a friendly state, or is delivered to or to the order of such foreign state, or any person who to the knowledge of the person building is an agent of such foreign state, or is paid for by such foreign state or such agent, and is employed in the military or naval service of such foreign state, such ship shall, until the contrary is proved, be deemed to have been built with a view to being so employed, and the burden shall lie on the builder of such ship of proving that he did not know that the ship was intended to be so employed in the military or naval service of such foreign state.

Penalty on Aiding the Warlike Equipment of Foreign Ships.—If any person within the dominions of her Majesty, and without the license of her Majesty—

By adding to the number of the guns, or by changing those on board for other guns, or by the addition of any equipment for war, increases or augments, or procures to be increased or augmented, or is knowingly concerned in increasing or augmenting the warlike force of any ship which at the time of her being within the dominions of her Majesty was a ship in the military or naval service of any foreign state at war with any friendly state—

Such person shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour.

Penalty on Fitting out Naval or Military Expeditions without License.—If any person within the limits of her Majesty's dominions, and without the license of her Majesty—

Prepares or fits out any naval or military expe-

dition to proceed against the dominions of any friendly state, the following consequences shall ensue:—

1. Every person engaged in such preparation or fitting out, or assisting therein, or employed in any capacity in such expedition, shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour:

2. All ships, and their equipments, and all arms and munitions of war, used in or forming part of such expedition, shall be forfeited to her Majesty.

Punishment of Accessories.—Any person who aids, abets, counsels, or procures the commission of any offence against this Act shall be liable to be tried and punished as a principal offender.

Limitation of Term of Imprisonment.—The term of imprisonment to be awarded in respect of any offence against this Act shall not exceed two years.

Illegal Prize brought into British Ports Restored.—If, during the continuance of any war in which her Majesty may be neutral, any ship, goods, or merchandise captured as prize of war within the territorial jurisdiction of her Majesty, in violation of the neutrality of this realm, or captured by any ship which may have been built, equipped, commissioned, or despatched, or the force of which may have been augmented, contrary to the provisions of this Act, are brought within the limits of her Majesty's dominions by the captor, or any agent of the captor, or by any person having come into possession thereof, with knowledge that the same was prize of war so captured as aforesaid, it shall be lawful for the original owner of such prize, or his agent, or for any person authorised in that behalf by the Government of the foreign state to which such owner belongs, to make application to the Court of Admiralty for seizure and detention of such prize, and the court shall, on due proof of the facts, order such prize to be restored.

Every such order shall be executed and carried into effect in the same manner, and subject to the same right of appeal, as in case of any order made in the exercise of the ordinary jurisdiction of such court; and in the meantime and until a final order has been made on such application the court shall have power to make all such provisional and other orders as to the care or custody of such captured ship, goods, or merchandise, and (if the same be of perishable nature, or incurring risk of deterioration) for the sale thereof, and with respect to the deposit or investment of the proceeds of any such sale, as may be made by such court in the exercise of its ordinary jurisdiction.

License by her Majesty how Granted.—For the purposes of this Act a license by her Majesty shall be under the sign-manual of her Majesty, or be signified by Order in Council or by proclamation of her Majesty.

The legal procedure in regard to offences under the Act is settled by clauses 16 to 29, sec. 19, vesting the exclusive jurisdiction in respect to the forfeiture of ships in the Court of Admiralty, s. 21, authorising Customs officers in the United Kingdom, Customs or public officers in any British possession, or any commissioned officer on full pay in the Military or Naval Service of the Crown to seize or detain any ship liable to be seized or detained in pursuance of this Act. The

powers of the officers and the Secretary of State and local authorities are thus defined by secs. 22 to 27 :—

Powers of Officers authorised to Seize Ships.—Any officer authorised to seize or detain any ship in respect of any offence against this Act may, for the purpose of enforcing such seizure or detention, call to his aid any constable or officers of police, or any officers of her Majesty's army or navy or marines, or any excise officers or officers of Customs, or any harbour-master or dock-master, or any officers having authority by law to make seizures of ships, and may put on board any ship so seized or detained any one or more of such officers to take charge of the same, and to enforce the provisions of this Act; and any officer seizing or detaining any ship under this Act may use force if necessary, for the purpose of enforcing seizure or detention; and if any person is killed or maimed by reason of his resisting such officer in the execution of his duties, or any person acting under his orders, such officer so seizing or detaining the ship, or other person, shall be freely and fully indemnified as well against the Queen's Majesty, her heirs and successors, as against all persons so killed, maimed or hurt.

Special Power of Secretary of State or Chief Executive Authority to Detain Ship.—If the Secretary of State or the chief executive authority is satisfied that there is a reasonable and probable cause for believing that a ship within her Majesty's dominions has been or is being built, commissioned, or equipped contrary to this Act, and is about to be taken beyond the limits of such dominions, or that a ship is about to be despatched contrary to this Act, such Secretary of State or chief executive authority shall have power to issue a warrant stating that there is reasonable and probable cause for believing as aforesaid, and upon such warrant the local authority shall have power to seize and search such ship, and to detain the same until it has been either condemned or released by process of law, in manner hereinafter mentioned.

The owner of the ship so detained, or his agent, may apply to the Court of Admiralty for its release, and the court shall as soon as possible put the matter of such seizure and detention in course of trial between the applicant and the Crown.

If the applicant establish, to the satisfaction of the court, that the ship was not and is not being built, commissioned, or equipped, or intended to be despatched contrary to this Act, the ship shall be released and restored.

If the applicant fail to establish, to the satisfaction of the court, that the ship was not and is not being built, commissioned, or equipped, or intended to be despatched contrary to this Act, then the ship shall be detained till released by order of the Secretary of State or chief executive authority.

The court may, in cases where no proceedings are pending for its condemnation, release any ship detained under this section on the owner giving security to the satisfaction of the court that the ship shall not be employed contrary to this Act, notwithstanding that the applicant may have failed to establish, to the satisfaction of the court, that the ship was not and is not being built, commissioned, or intended to be despatched contrary to this Act. The Secretary of State or the chief executive authority may likewise release any ship detained under this section on the owner giving security to the satisfaction of such Secretary of State or chief executive authority that the ship shall not be employed contrary to this

Act, or may release the ship without such security, if the Secretary of State or chief executive authority think fit so to release the same.

If the court be of opinion that there was not reasonable and probable cause for the detention, and if no such cause appear in the course of the proceedings, the court shall have power to declare that the owner is to be indemnified by the payment of costs and damages in respect of the detention, the amount thereof to be assessed by the court, and any amount so assessed shall be payable by the Commissioners of the Treasury out of any moneys legally applicable for that purpose. The Court of Admiralty shall also have power to make a like order for the indemnity of the owner, on the application of such owner to the court, in a summary way, in cases where the ship is released by the order of the Secretary of State or the chief executive authority, before any application is made by the owner or his agent to the court for such release.

Nothing in this section contained shall affect any proceedings instituted or to be instituted for the condemnation of any ship detained under this section where such ship is liable to forfeiture, subject to this provision, that if such ship is restored in pursuance of this section all proceedings for such condemnation shall be stayed; and where the court declares that the owner is to be indemnified by the payment of costs and damages for the detainer, all costs, charges, and expenses incurred by such owner in or about any proceedings for the condemnation of such ship shall be added to the costs and damages payable to him in respect of the detention of the ship.

Nothing in this section contained shall apply to any foreign non-commissioned ship despatched from any part of her Majesty's dominions after having come within them under stress of weather or in the course of a peaceful voyage, and upon which ship no fitting out or equipping of a war-like character has taken place in this country.

Special Power of Local Authority to Detain Ship.—Where it is represented to any local authority, as defined by this Act, and such local authority believes the representation, that there is a reasonable and probable cause for believing that a ship within her Majesty's dominions has been or is being built, commissioned, or equipped contrary to this Act, and is about to be taken beyond the limits of such dominions, or that a ship is about to be despatched contrary to this Act, it shall be the duty of such local authority to detain such ship, and forthwith to communicate the fact of such detention to the Secretary of State or chief executive authority.

Upon the receipt of such communication the Secretary of State or chief executive authority may order the ship to be released if he thinks there is no cause for detaining her, but if satisfied that there is reasonable and probable cause for believing that such ship was built, commissioned, or equipped, or intended to be despatched in contravention of this Act, he shall issue his warrant stating that there is reasonable and probable cause for believing as aforesaid, and upon such warrant being issued further proceedings shall be had as in cases where the seizure or detention has taken place on a warrant issued by the Secretary of State without any communication from the local authority.

Where the Secretary of State or chief executive authority orders the ship to be released on the receipt of a communication from the local authority without issuing his warrant, the owner of the ship shall be indemnified by the payment of costs and damages in respect of the detention upon ap-

plication to the Court of Admiralty in a summary way in like manner as he is entitled to be indemnified where the Secretary of State having issued his warrant under this Act releases the ship before any application is made by the owner or his agent to the court for such release.

Power of Secretary of State or Executive Authority to grant Search Warrant.—The Secretary of State or the chief executive authority may, by warrant, empower any person to enter any dockyard or other place within her Majesty's dominions and enquire as to the destination of any ship which may appear to him to be intended to be employed in the naval or military service of any foreign state at war with a friendly state, and to search such ship.

Exercise of Powers of Secretary of State or Chief Executive Authority.—Any powers or jurisdiction by this Act given to the Secretary of State may be exercised by him throughout the dominions of her Majesty, and such powers and jurisdiction may also be exercised by any of the following officers, in this Act referred to as the chief executive authority, within their respective jurisdictions; that is to say—

1. In Ireland by the Lord Lieutenant or other the chief governor or governors of Ireland for the time being, or the chief secretary to the Lord Lieutenant;

2. In Jersey by the Lieutenant-Governor;

3. In Guernsey, Alderney, and Sark, and the dependent islands, by the Lieutenant-Governor;

4. In the Isle of Man by the Lieutenant-Governor;

5. In any British possession by the Governor.

A copy of any warrant issued by a Secretary of State or by any officer authorised in pursuance of this Act to issue such warrant in Ireland, the Channel Islands, or the Isle of Man shall be laid before Parliament.

Appeal from Court of Admiralty.—An appeal may be had from any decision of a Court of Admiralty under this Act to the same tribunal and in the same manner to and in which an appeal may be had in cases within the ordinary jurisdiction of the court as a Court of Admiralty.

Secs. 28 and 29 grant indemnity to officers and to the Secretary of State or chief executive authority in respect to the seizure or detention of any ship.

NEWCASTLE. For an account of this port see the article Docks in the Dictionary, sub-head *Newcastle*.

The value of the exports in 1874, from Newcastle, of the produce of the United Kingdom, was 5,600,261*l.*, of which coal furnished more than one-half. The chief articles of import were cattle and sheep, corn and provisions.

In 1872 there entered this port from foreign countries and British possessions and coastwise, 7,785 vessels of 1,758,428 tons. In the returns for 1873 and 1874, Newcastle is included with North and South Shields, under the title of Tyne Ports: the entries, as above defined for 1874, being 16,594 ships of 4,589,312 tons.

The population of Newcastle in 1871 was 128,160. [See *PILOTAGE*.]

NEW ORLEANS. Mr. Consul Fonblanque, in his Trade Report on New Orleans in 1874, speaks somewhat discouragingly of its commerce. Treating of the three chief staples of this district, cotton, sugar, and tobacco, he shows that the crops of the two latter for 1873-4 are considerably below the average of the previous six years, but the receipts of cotton are above the average, thus:—

Bales

Average receipts of 6 years to 1872-3 . 1,128,856
Received in 1873-4 1,359,896

The Customs valuation of the exports from New Orleans in 1873-4 was 98,268,871 dollars, as against 104,329,965 dollars for 1872-3; and the same valuation of the imports for 1873-74 was 14,351,698 dollars, against 19,933,180 dollars for 1872-73.

The following table, from the same authentic source, shows the number of steamers and sailing ships, and their respective tonnage, which entered the port in 1874:—

Nation	Steamers	Tons	Sailing ships	Tons
American from foreign ports	67	56,503	261	157,619
Foreign vessels	110	184,695	456	269,506
Coastwise (exclusively American)	319	255,131	146	56,382
Total	496	496,329	863	483,507

The shipments of cotton in British ships seem to be steadily on the increase, as regards tonnage and number of bales, for the last three years, thus:—

Years	Number of British Ships	Tonnage	Number of Bales of Cotton carried
1872	255	167,504	368,733
1873	253	214,211	537,925
1874	247	220,570	535,269

The population of New Orleans in 1870 was 191,418.

NEWPORT. See *PILOTS* and *PILOTAGE*.

NEW SOUTH WALES. The total value of the exports, including bullion and specie, from New South Wales, in 1872, was 8,005,571*l.*, of which bullion and specie amounted to 2,406,443*l.* The total value of the exports from New South Wales to the United Kingdom was, in 1872, 4,926,728*l.*; in 1873, exclusive of bullion, it was 3,696,019*l.*; and in 1874, 3,900,044*l.*

The value of the exports of British and Irish produce to New South Wales, in 1873, was 4,333,719*l.*; and in 1874, 4,375,335*l.*

NEWSPAPERS. Under the 33 & 34 Vict. c. 32 the stamp duties on newspapers ceased on October 1, 1870.

The following is the new scale of postage on and from September 30, 1870, on registered newspapers, &c., as fixed by the Post Office Act of 1870, 33 & 34 Vict. c. 79:—

On a registered newspaper, with or without a supplement or supplements *1d.*
On each registered newspaper in a packet of two or more, with or without a supplement or supplements *1d.*

This Act thus defines a newspaper and the supplement to a newspaper:—

Certain Publications to be deemed Newspapers.—Any publication coming within the following description shall for the purposes of this Act be deemed a newspaper (that is to say), any publication consisting wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisement; subject to these conditions—

That it be printed and published in the United Kingdom:

That it be published in numbers at intervals of not more than seven days:

That it be printed on a sheet or sheets unstitched:

That it have the full title and date of publication printed at the top of the first page, and the whole or part of the title and the date of publication printed at the top of every subsequent page.

And the following shall, for the purposes of this

Act, be deemed a supplement to a newspaper (that is to say), a publication consisting wholly or in great part of matter like that of a newspaper or of advertisements, printed on a sheet or sheets or a piece or pieces of paper, unstitched, or consisting wholly or in part of engravings, prints or lithographs illustrative of articles in the newspaper; such publication in every case being published with the newspaper, and having the title and date of publication of the newspaper printed at the top of every page, or at the top of every sheet or side on which any such engraving, print, or lithograph appears.

Clause 7 provides for the registration of newspapers at the Post Office.

The number of newspapers sent through the Post Offices of the United Kingdom, in 1878, is estimated at 125,000,000.

NEW YORK. The population of this city in 1870 was 942,292, as against 805,651 in 1860. It is, stated by Consul-General Archibald, in his long and able Report of Jan. 30, 1875, on the trade, &c., of New York, that, though the number of arrivals of British ships there in 1874 was less by 82 than those in 1873, the aggregate tonnage was greater by 60,687 tons, the steam tonnage being greater in 1874 than 1873 by 214,772 tons.

The following table is compiled from information embodied in the same report:—

Account of the Total British Shipping Entered and Cleared at the Port of New York (in both Direct and Indirect Trade) during 1874:—

Entered							
	Total Number of Vessels			Total Tonnage			Total Number of Crews
	With Cargoes	In Ballast	Total	With Cargoes	In Ballast	Total	
Direct Trade - - -	1,044	82	1,126	1,805,436	39,775	1,845,209	55,269
Indirect or Carrying Trade - - -	799	81	880	309,697	51,506	361,203	10,388
Total - - -	1,843	163	2,006	2,115,133	91,279	2,206,412	65,657

Cleared							
	Total Number of Vessels			Total Tonnage			Total Number of Crews
	With Cargoes	In Ballast	Total	With Cargoes	In Ballast	Total	
Direct Trade - - -	1,395	92	1,487	1,945,109	23,957	1,967,066	59,199
Indirect or Carrying Trade - - -	454	81	535	203,467	31,496	235,563	6,414
Total - - -	1,829	173	2,002	2,146,976	55,453	2,202,429	65,613

Statement showing the Extent of the Direct Trade to New York in British Vessels from the under-mentioned 5 Ports of Great Britain in 1874:—

Ports whence arrived	Tonnage		Total	Total Number of Crews
	With Cargoes	In Ballast		
Liverpool -	1,017,365	12,558	1,029,923	33,763
London -	117,732	5,849	123,581	2,828
Glasgow -	319,305	..	319,305	7,966
Cardiff -	38,717	..	38,717	1,089
Bristol -	29,554	1,612	30,966	789

The value of the imports into New York in 1874 from Great Britain and her possessions was 128,206,883 dollars, and the value of the exports from New York to Great Britain and her posses-

sions in the same year was 210,999,493 dollars. The amount of Customs revenue at this port in 1874 was 111,101,287 dollars, showing a decline as compared with the two previous years.

Table exhibiting the Shipping Arrivals, Foreign and Coastwise, at New York, from 1869 to 1874:—

Years	Foreign Arrivals. Total Ships of all classes	Coastwise Arrivals. Total Ships of all classes
1869	4,550	14,809
1870	4,688	14,547
1871	5,350	11,924
1872	5,679	12,380
1873	6,694	7,187
1874	6,556	14,942

Table showing the Nature and Value of the Imports and Exports at New York in 1874 and 4 previous Years:—

Imports	1870	1871	1872	1873	1874
	Dol.	Dol.	Dol.	Dol.	Dol.
Dry goods - - -	109,498,523	132,480,777	136,531,612	114,160,465	106,520,453
General merchandise - - -	195,836,865	216,032,915	239,680,885	265,799,760	280,735,710
Specie - - -	11,864,644	6,318,608	5,594,298	18,603,611	6,407,571
Total - - -	315,200,022	354,832,000	432,106,686	398,563,836	393,683,734

Exports	1870	1871	1872	1873	1874
	Dol.	Dol.	Dol.	Dol.	Dol.
Domestic produce - - -	185,740,061	225,553,247	225,475,687	238,707,357	274,201,898
Foreign free - - -	3,220,031	1,133,263	1,598,010	2,107,253	2,341,467
Foreign dutiable - - -	9,835,638	7,979,727	9,785,600	9,430,795	7,596,768
Specie and bullion - - -	58,191,475	63,865,346	71,329,042	46,659,661	61,322,226
Total - - -	254,137,205	298,531,783	308,118,389	348,905,066	345,162,361

NEW ZEALAND

NEW ZEALAND. The total value of the exports, including bullion and specie, from New Zealand, in 1872, was 5,190,665*l.*, of which bullion and specie amounted to 1,742,427*l.* The total value of the exports from New Zealand to the United Kingdom, in 1872, was 3,259,586*l.*; in 1873, excluding bullion, it was 3,149,978*l.*, and in 1874, 3,542,099*l.*

The value of the exports of British and Irish produce to New Zealand, in 1873, was 3,361,562*l.*, and in 1874, 4,408,400*l.* [COLONIES; WOOL.]

NITRO-GLYCERINE. On account of its dangerously explosive nature, its importation and exportation have been forbidden by 32 & 33 Vict. c. 113, s. 3. [GLYCERINE; GUNPOWDER.]

NORWAY. See articles **BERGEN** and **CHRISTIANIA**, in the Commercial Dictionary and this Supplement.

The total value of the imports into the United Kingdom from Sweden and Norway, in 1874, was 11,398,547*l.*, and the value of our exports to Sweden and Norway, in the same year, was 7,057,222*l.*, showing a decided increase on previous years. The value of our imports from Norway alone, in 1874, was 2,999,995*l.*, and of our exports to Norway in that year, 2,416,928*l.*

OATS and OATMEAL, and GROATS. Customs duty on repealed, 1869. The total quantity of oats imported, chiefly from Russia and Sweden, into the United Kingdom, in 1874, was 11,887,768 cwts.

ODESSA. The annexed details as to British Shipping which arrived at this port in 1874 are extracted from Consul-General Stanley's Report, of April 24, 1875.

	Tonnage 1874	Total Number of Crews	Tonnage 1873
Direct Trade	144,337	4,080	136,313
Indirect or Carrying Trade	116,254	3,428	123,151
Total	260,591	7,508	259,464

OILS. Subjoined is a statement of the value of the different descriptions of Oil and Oil-seed Cake imported into the United Kingdom, in each of the three years ending with 1874:—

Description	1872	1873	1874
Fish-oil	855,590	766,927	751,359
Palm	1,805,153	1,713,829	1,792,011
Cocoa-nut	822,257	460,881	241,561
Olive	1,195,064	1,259,183	1,017,461
Seed	793,941	675,215	629,651
Tar-pentine	470,085	450,029	374,229
Oil-seed cake	1,292,974	1,328,525	1,579,254

It would appear from the circular of January 4, 1875, of Messrs. Edward Cox & Sons of Liverpool, that the average annual import of olive oil into the United Kingdom during the ten years previous to 1875 was 24,410 tons, and the average stock in the same period 4,185 tons. Of the imports Liverpool contributed 8,120 tons and 1,110 tons stock. [PETROLEUM.]

The value of oilseed, the produce of the United Kingdom, exported in 1874 was 1,529,013*l.*, as against 1,471,071*l.* in 1873.

ORANGES and LEMONS. The value of these articles imported into the United Kingdom in 1874, chiefly from Spain, Portugal, and Italy, was 1,163,296*l.*, as against 1,124,248*l.* in 1873, and 590,333*l.* in 1860.

PASSENGERS

or

OYSTERS. The Oyster Fishery Companies, formerly under control of Inspectors of Fisheries, are by 38 Vic. c. 15 placed under the Board of Trade.

PAINTERS' COLOURS. The value of painters' colours of British and Irish manufacture exported from the United Kingdom in 1874 was 1,161,234*l.*, as against 1,012,829*l.* in 1873.

PALERMO. Of 6,171 ships of 814,226 tons which entered this port in 1874, 382 ships of 250,901 tons were British, showing an increase of upwards of 100,000 tons since 1872 in the total amount of shipping. The value of the imports into and exports from Palermo in 1874, could not be correctly ascertained.

PAPER. The value of the paper (other than hangings) of British and Irish manufacture exported in each of the three years ending with 1874 was as follows:—

1874	-	-	-	£ 876,371
1873	-	-	-	973,617
1874	-	-	-	874,114

And the value of the paper for printing and writing imported into the United Kingdom in each of the same years was—

1872	-	-	-	£ 578,837
1873	-	-	-	593,269
1874	-	-	-	510,077

[See RAGS.]

PAPER-MAKERS. The duty on a license to a maker of paper, pasteboard or scaleboard was repealed in 1870, by 33 & 34 Vict. c. 32.

PARTNERSHIPS. The 32 & 33 Vict. c. 89, passed 1869, regulates the proceedings of companies for working mines in the stannaries of Devon or Cornwall, and refers to the calls, accounts, &c. connected with them. [COMPANIES.]

PASSENGERS. The Secretary of State is empowered by 33 & 34 Vict. c. 95 to authorise the carriage of naval and military stores in passenger ships, his order being addressed to the emigration officer at the port of clearance, by whom after countersignature it should be delivered to the master of the ship, and by him delivered to the chief officer of Customs at the port where the stores are discharged.

An Order in Council of June 28, 1875, which revokes to a certain extent those of May 6, 1857, and Dec. 5, 1865, lays down the following rules as to the provision of fresh water on board passenger ships:—

Any passenger ship, whether propelled by steam engines or by sails only, or by sails and steam engines, may be cleared out and proceed on her voyage, having on board in tanks or casks only half of the quantity of pure water required by the said Act to be carried for the use of the passengers, provided that the following rules and regulations be observed, that is to say:—

1. That there be on board such ship an efficient apparatus for distilling fresh water from salt water of such a description as the Board of Trade may from time to time approve.

2. That the owners, charterers, or master of such ship, before clearance, lodge with the emigration officer at the port of clearance a certificate from one of the Engineer Surveyors appointed by the Board of Trade, declaring that the apparatus is in good working condition, and that within seven days immediately preceding the date of such certificate the same had been examined by him, and stating the number of imperial gallons of pure fresh water which it is capable of producing in every twenty-four hours, and further declaring that the apparatus on board

is such as has been approved by the Board of Trade as aforesaid.

3. That in every case such emigration officer shall be satisfied that the number of gallons of pure water which the apparatus is so certified to be capable of producing in every twenty-four hours is a number of gallons equal to the whole number of persons about to proceed on the intended voyage of such ship, that is to say, one gallon per head for the whole number of cabin passengers, passengers, and crew.

4. That there is rated on the ship's articles, and that there is on board the ship, some person or persons who, to the satisfaction of the said emigration officer, shall be competent for the proper management and repair of such distilling apparatus; and to prevent all doubts on the construction of this Order in Council, it is hereby further ordered that the terms 'Emigration Officer,' 'Statute Adult,' 'Master,' and 'Passenger Ship,' shall herein have the same significations as are assigned to them in the said 'Passengers Act, 1855,' and 'The Passengers Act Amendment Act, 1863,' respectively, and the term 'Board of Trade' shall herein have the meaning assigned to it by 'The Merchant Shipping Act, 1854.'

In 1874 241,014 persons emigrated from the United Kingdom, of whom 25,450 went to British North America, 148,161 to the United States, and 53,958 to the Australian Colonies and New Zealand. [SHIPS.]

PATENTS. The Protection of Inventions Act of 1870 provides that the exhibition of any new invention at any international exhibition shall not prejudice patent rights, and that the exhibition of designs shall not prejudice right to registration. [TRADE MARKS.]

PATTERNS. See SAMPLES in this Supplement and PATTERNS in Dictionary.

PAWNBROKERS. In 1870 a Select Committee of the House of Commons was appointed to inquire into the state of the law affecting the pawnbroking trade, with a view to its consolidation and amendment. These objects were effected, so far as Great Britain is concerned, in 1872, by the 35 & 36 Vict. c. 93.

After defining a pawnbroker, the Act is declared to apply to the executors or administrators of deceased pawnbrokers, and to the assigns, executors, &c., of pawners. It applies to all loans by a pawnbroker of 40s. or under, and to every loan by him of 40s. and not above 10%, except in cases of special contract authorised by this Act.

There are certain general obligations imposed on the pawnbroker as to keeping books, &c., in prescribed form, and exhibiting his name over his shop and tables of rates within it; and the following is the scale of profits and charges to be allowed to pawnbrokers:—

PART I.—PROFIT ON LOAN.

A. On a loan of forty shillings or under—For any time during which the pledge remains in pawn not exceeding one month, for every two shillings or fraction of two shillings lent, one halfpenny.

For every month after the first, including the current month in which the pledge is redeemed, although that month is not expired, for every two shillings or fraction of two shillings lent, one halfpenny.

Provisoes.

1. If the pledge is redeemed before the end of the first fourteen days after the expiration of any month, the pawnbroker shall, in respect of those fourteen days, be entitled to take half of the amount which he would be entitled to take for the whole month.

PAWNBROKERS

B. On a loan of above forty shillings—For every month or part of a month for every sum of two shillings and sixpence or fraction of a sum of two shillings and sixpence, one halfpenny.

PART II.—CHARGE ON PAWN-TICKET.

Where the loan is ten shillings or under, one halfpenny.

Where the loan is above ten shillings, one penny.

PART III.—CHARGE ON INSPECTION OF SALE BOOK.

For the inspection of the entry of a sale, one penny.

PART IV.—CHARGE ON FORM OF DECLARATION.

Where the loan is five shillings or under, one halfpenny.

Where the loan is above five shillings, one penny.

Rule.

This sum is to be paid by the applicant at the time of application.

Every pawnbroker must take out a yearly license, which is chargeable with an Excise duty of 7*l.* 10*s.*, and which determines on July 31, whatever may be the date of issue.

Every pledge is redeemable within 12 months and 7 days from the day of pawning, exclusive of that day.

A pledge pawned for 10*s.*, or under, if not redeemed within the year of redemption and 7 days of grace, becomes at the end of the days of grace the pawnbroker's absolute property.

A pledge pawned for above 10*s.* continues redeemable until it is disposed of by public auction, although the year of redemption and days of grace are expired.

A pledge pawned for above 10*s.*, when disposed of by the pawnbroker, must be sold by public auction, and not otherwise, and in terms of the regulations appended to the Act.

A pawnbroker may bid for and purchase at an auction, under the Act, a pledge pawned with him; and on such purchase he shall be deemed the absolute owner of it.

Where a pledge pawned for above 10*s.* is sold, and appears from the pawnbroker's book to have been sold for more than the amount of the loan and profit due at the time of sale, the pawnbroker shall, on demand, pay the surplus to the holder of the pawn-ticket in case the demand is made within three years after the sale, the necessary costs and charges of the sale being first deducted.

Special Contracts. A pawnbroker may make a special contract with the pawner in respect of a pledge on which the pawnbroker makes a loan of above 40*s.*, provided that the pawnbroker at the time of the pawning delivers to the pawner a special contract pawn-ticket, signed by the pawnbroker, and a duplicate of the special contract pawn-ticket is signed by the pawner.

A special contract pawn-ticket, or duplicate, is not subject to stamp duty.

Where a pledge is destroyed or damaged by or in consequence of fire, the pawnbroker is liable, on application within the period during which the pledge would have been redeemable, to pay the value of the pledge, after deducting the amount of the loan and profit, such value to be the amount of the loan and profit, and 25 per cent. on the amount of the loan. A pawnbroker is entitled to ensure to the extent of the value so estimated.

If any person is convicted in a court of summary jurisdiction of knowingly and designedly pawning with a pawnbroker anything being the property of another person, the pawner not being

employed or authorised by the owner to do so; or if any person is convicted in any court of feloniously taking or fraudulently obtaining any goods and chattels, and it appears to the court that the same have been pawned with a pawnbroker; or if in any proceedings before a court of summary jurisdiction it appears to the court that any goods and chattels brought before the court have been unlawfully pawned with a pawnbroker, the court, on proof of the ownership of the goods and chattels, may, if it thinks fit, order the delivery thereof to the owner, either on payment to the pawnbroker of the amount of the loan or of any part thereof, or without payment thereof or of any part thereof, as to the court seems just and fitting.

A pawnbroker is forbidden to take an article in pawn from any person appearing to be under the age of 12 years or intoxicated; to purchase or take in pawn or exchange a pawn-ticket issued by another pawnbroker; to employ any servant or apprentice or other person under the age of sixteen years to take pledges in pawn; to carry on the business of a pawnbroker on Sunday, Good Friday, or Christmas Day, or a day appointed for public fast, humiliation, or thanksgiving; to purchase under any pretence, except at public auction, any pledge while in pawn with him; to suffer any pledge while in pawn with him to be redeemed with a view to his purchasing it; to make any contract or agreement with any person pawning or offering to pawn any article, or with the owner thereof, for the purchase, sale, or disposition thereof within the time of redemption; to sell or otherwise dispose of any pledge pawned with him except at such time and in such manner as authorised by the Act.

If any person knowingly pawns the property of another person, the pawner not being authorised by the owner, he shall be liable, on conviction in a court of summary jurisdiction, to forfeit any sum not exceeding 5*l.*, and, in addition, any sum not exceeding the full value of the pledge as ascertained by the court.

PEASE, and PEA-MEAL. Customs duty on repealed in 1869.

PEDLAR. [HAWKER.]

PEPPER. The value of the pepper imported into the United Kingdom in 1874 was 568,102*l.*, as against 818,437*l.*, in 1873, and 753,970*l.*, in 1872. [LICENSEES; TEA.]

PERNAMBUCO. Annexed is a statement of the value of the exports from this port in the three years ending with 1872-3:—

1870-71	-	-	£ 1,921,595
1871-72	-	-	2,449,526
1872-73	-	-	2,953,709

Statement of the Quantities and Value of the principal Articles of Export from Pernambuco in 1872-3.

	Quantities	Value
Rum	- Litres 1,999,607	29,000
Cotton	- Kilos. 15,218,931	917,108
Sugar	- " 97,412,832	1,576,100
Hides	- " 1,897,856	116,545

There entered this port in 1872-3, 1,410 foreign and 1,309 coasting vessels; the tonnage of the former being 894,924, and of the latter 545,991 tons, and the departures were 1,396 foreign vessels of 952,545 tons, and 1,236 coasting vessels, of 492,748 tons.

PETROLEUM. The Act of 1871 for the safe keeping of Petroleum and other substances of a like nature, describes these as Rock, Rangoon, and Burmah oils, oil made from petroleum, coal schist, shale peat, or other bituminous substance, and any products of petroleum or any of the above-mentioned oils; the petroleum meant being

such as will, when tested in terms of the Act, give off an inflammable vapour at a temperature of less than 100 degrees of Fahrenheit. The Act directs bye-laws, as to ships carrying petroleum, to be framed and published by every harbour authority, after confirmation by the Board of Trade, and the owner or master of any ship contravening the same shall incur a penalty not exceeding 50*l.*, for each day such contravention shall continue. It also provides that the owner or master of the ship carrying petroleum shall give notice of the nature of the cargo to the proper harbour authority, and provides also for the storage of petroleum, and the labelling of vessels containing it, whether in store or transit. See also Explosive Substances Act of 1875, which places restrictions on the sale and provides for the safe transmission of explosive substances by sea or rail or road.

The imports of Petroleum into the United Kingdom have largely increased of late years; thus the imports in 1868 were little over 4,800,000 gallons, and the quantity imported in 1874 exceeded 21,400,000 gallons.

PHILADELPHIA. The population of this city, which advanced from 565,529, in 1860, to 674,022 in 1870, is estimated by Colonel Kortwright, in his Report of March 18, 1875, at nearly 800,000.

The amount of duties received at this port during 1873 was 7,697,237 dol. 76 c.; and in 1874, 8,892,159 dol. 42 c.

Account of the Value of the Foreign Imports into and Exports from Philadelphia, during the 8 years ending with 1874.

Years	Imports	Exports
	Dollars	Dollars
1867	14,442,598	14,071,765
1868	15,706,445	14,218,368
1869	15,872,249	16,414,535
1870	14,952,371	16,640,478
1871	20,000,374	20,688,551
1872	26,504,051	20,484,903
1873	29,186,925	29,633,186
1874	25,001,784	29,578,911

The exports of Petroleum from Philadelphia have increased from 40,505,620 gallons in 1868, to 86,643,013 gallons in 1873, although they fell to 73,009,112 gallons in 1874.

PILOTS AND PILOTAGE. The following Schedules of Pilotage Rates have been published in the *London Gazette*, consequent on relative Orders in Council.

Aberdeen.

SCHEDULE referred to in Order in Council of June 25, 1872.

1. The rates and prices of remuneration to be demanded and received by Pilots licensed by the Aberdeen Harbour Commissioners, and the mode of remunerating such Pilots, shall be as follows, that is to say:—

Inward Pilotage Rates.

	Sailing Vessels			Steam Vessels		
	£	s.	d.	£	s.	d.
For vessels under 50 tons	0	5	0	0	5	0
50 and under 75 "	0	7	6	0	7	6
75 " " 100 "	0	10	0	0	9	0
100 " " 150 "	0	12	6	0	10	0
150 " " 200 "	0	15	0	0	12	6
200 " " 250 "	0	17	6	0	15	0
250 " " 300 "	1	0	0	0	17	6
300 " " 400 "	1	5	0	1	0	0
400 " " 500 "	1	10	0	1	2	6
500 " " 600 "	1	15	0	1	7	6
600 " " 700 "	2	0	0	1	10	0
700 " " 800 "	2	5	0	1	15	0
800 " " 900 "	2	10	0	2	0	0
900 " " 1000 "	2	15	0	2	5	0
1000 and upwards	5	0	0	2	10	0

Outward Pilotage Rates. Outward pilotage to be one-half of the inward rate, as above, but not in any case less than 5s.

For any vessel arriving in the lower basin or tidal harbour after the dock gates are shut, and requiring the assistance of the pilots and their boats on entering the dock the following tide, there shall be paid to such pilots the following additional rates, viz.:—

For vessels under 150 tons, 3s.

For vessels of 150 tons and upwards, 5s.

The tonnage of all vessels shall be deemed to be the net register tonnage entered on the certificate of registry.

For each tide's work within the harbour, for each man in pilot boat, 2s.

For any vessel beyond a radius of two miles from the eastern extremity of the north pier, making a signal for a pilot, there shall be paid to such pilot for going out, such sum as the captain-pilot may decide, over and above the ordinary rate of pilotage.

For any vessel calling in the bay for orders and not entering the harbour, requiring the services of a pilot boat, there shall be paid to the crew of such boat the sum of 20s., which shall include the service of taking off orders. If, after the expiry of twelve hours from the time the services of a pilot boat are so required, any pilot is detained on board such vessel, he shall be paid 2s. 6d. for each tide during which he shall be so detained after the expiry of the said twelve hours; and if, after the expiry of such twelve hours, the service of the pilot boat shall be required between the vessel and the harbour, 1s. for each man in the boat shall be payable for each passage of the boat from the harbour to the vessel and back.

Inward pilotage rates shall be paid to the Harbour Treasurer, at the Harbour Office, and all other pilotage rates shall be collected by the pilots.

Each pilot shall be paid by the Harbour Treasurer, out of the inward pilotage rates, the sum of 15s. weekly. The amount of the inward pilotage rates earned by the crew of each boat during each month shall, after deduction of the said weekly payments therefrom, be payable at the end of the month by the Harbour Treasurer to the crew of the boat.

2. The regulations enacted, of August 3, 1853, by the Commissioners acting under 6 & 7 Vict. c. 72, for improving and maintaining the Harbour of Aberdeen, are repealed in so far as regards the rates of fare for pilotage contained in such regulations.

Hull.

SCHEDULE referred to in Order in Council of May 10, 1872.

I. That the present rates of pilotage from the Humber to the several places mentioned in the annexed schedule be varied by the addition of the following rule, that is to say,—

‘For every vessel which shall be propelled by steam, or towed by a steam vessel under the direction of the pilot, three-fourths only of the said rates are to be demanded and paid.’

The schedule above referred to.

		Summer Rate from 1st March to 30th Sept. per Foot		Winter Rate from 30th Sept. to 31st March, per Foot	
		s.	d.	s.	d.
From the Humber to	The Downs	10	12	6	6
	The Nore	8	10	6	6
	Yarmouth	5	6	4	0
	Bridlington	5	6	6	6
	Stockton	5	6	6	6
	Sunderland	5	6	6	6
	Sheida Leith	8	10	6	6

II. That in lieu of bye-law No. 7 of the bye-laws and regulations fixing the terms and conditions of granting pilotage certificates to masters and mates of ships by this Corporation, sanctioned by Her Majesty by Orders in Council, dated July 31, 1858, and September 12, 1863, the following bye-law be substituted:—

‘Every application for a transfer from one ship to another of any certificate granted by the said Corporation shall be made in writing, and signed by or on behalf of the person requiring such transfer, and shall specify the name and tonnage of the ship to which such certificate is required to be transferred, and the port to which such ship belongs, and the name or names of her owner or owners; and in case such last-mentioned ship shall not belong to the same owner as the ship in respect of which the former certificate was granted, every such application shall, if required by the said Corporation, be accompanied by a testimonial from the owner of the ship, in respect of which the former certificate was granted, of the sobriety and good conduct of the master or mate applying for the transfer.’

III. Every applicant for examination by the said Corporation as a pilot, and every master or mate applying to the said Corporation to be examined as to his capacity to pilot the ship of which he is master or mate, shall pay to the said corporation a fee not exceeding 2l.

Newcastle-upon Tyne.

SCHEDULE referred to in Order in Council of Feb. 5, 1872.

Bye-laws made by the Corporation of the Trinity House of the Port of Newcastle-upon-Tyne for the Regulation and Government of the Sea and River Pilots of the River Tees.

1. From and after the promulgation of these Bye-laws, all and every the Bye-laws, Rules, Orders, and Regulations heretofore in force with respect to the pilots and pilotage of the Tees shall be, and the same are, hereby rescinded, and in lieu thereof the Corporation of the Trinity House do hereby make and ordain the following Bye-laws:

Pilot Superintendent.—2. The duties of the Pilot Superintendent shall be as follows:

To exercise supervision and control, under the Board, over all the pilots and apprentices, so as to see that the Act and these Bye-laws are duly observed.

To obtain from the pilots a report of all occurrences affecting the service on which the Master and Brethren of the Trinity House, the Sub-Commissioners appointed by them for the River Tees, or the Pilot Superintendent aforesaid may require information.

To hear and determine such differences as may arise between the pilots or apprentices.

To prevent the employment of unlicensed pilots.

To inquire into complaints made against pilots by masters and owners of vessels and others interested, and into circumstances attending cases of collision or loss when vessels have been under charge of a pilot.

To take soundings of the bar and channel from time to time, and especially to draw the earliest attention of the Harbour Master to the River Tees Conservancy Commissioners, and of the Sub-Commissioners of Pilotage to any alterations in the state of the bar, or the deep water channels.

To assist in obtaining the monthly returns from the pilots of the vessels piloted by them.

To see that pilots' cibles are properly numbered in figures of not less than fifteen inches in length, commencing at number 1, and continuing in numerical order.

To keep a register and character book, in which shall be recorded the name and description of each pilot's apprentice, the date of his entering the service, and any particulars of conduct during the service.

To introduce steady, sober, and qualified young men as they stand in the register book for examination for licenses.

To assist in the examination of persons applying for licenses, either as first or second class pilots, for either the river or sea pilotage.

To carry out all orders and regulations of the Trinity House and Sub-Commissioners, which may be from time to time issued, relative to the piloting of vessels, or other matters within the scope of his duties.

To report to the Trinity House and Sub-Commissioners, from time to time, in a book to be kept for that purpose, on all the above subjects, and also on all cases of misconduct or breach of the Bye-laws that may come to his knowledge on the part of any of the pilots, and to record the sentence or punishment passed or imposed for the same.

All instances of neglect of duty shall be brought before the Trinity House and Sub-Commissioners, and the Pilot Superintendent shall not compromise any offence of a pilot.

Pilots.—3. There shall be two classes of pilots, namely first and second class. First-class pilots may conduct vessels of any tonnage. Second-class pilots may (except in cases of necessity) conduct vessels not exceeding two hundred tons register burthen. Any vessel exceeding the above tonnage, which may from necessity take on board a second-class pilot, shall, if possible, exchange him for a first-class pilot out of any boat she may meet, and every pilot shall state his true position in the service to the master of any vessel which he may take in charge.

4. Every pilot shall use his utmost care and diligence to conduct the ships and vessels under his charge without damage or doing injury to others, and shall behave himself with strict sobriety and due respect towards the owners, masters, and officers thereof, and shall not leave his vessel until she is safely anchored or moored in the river or in dock, and shall, within twenty-four hours after his leaving the ship, report to the Sub-Commissioners all accidents, if any, which may have happened to such vessel while under his direction. He shall always have with him, when on duty, a copy of these Bye-laws, his license, and a pilot flag, as described in Bye-law No. 13. On taking charge of a vessel, he shall, if required, exhibit his license to the officer in command. In the case of vessels outward bound from any dock or basin to within the district, he shall repair on board at least two hours before

high water, to ascertain if the vessel of which he is about to take charge is ready for sea or to anchor in the river. He shall obey and execute all orders received from the Trinity House Sub-Commissioners or Pilot Superintendent.

No pilot shall be absent from duty without the permission of the Pilot Superintendent.

5. Every pilot shall, on receiving his license, pay to the Sub-Commissioners a fee of forty shillings, and for the annual renewal of his license ten shillings, and for the annual renewal of any license in place of one lost, ten shillings. Pensioners to be exempted from payment of the annual renewal fee.

6. Each pilot shall make returns, on forms to be furnished at the office of the Superintendent of Pilots, of the vessels piloted by him, with the amount of pilotage received in each case, and each sea pilot shall pay one shilling for every ship piloted outwards, and each sea pilot having only an 'in' branch sixpence for every vessel piloted inwards, and each river pilot one shilling for every ship piloted inwards in the river.

Such returns and payments shall be made by each pilot at least once per month at the office of the Superintendent of Pilots, and in default of his so doing within five days from the end of each month he shall in each case be fined two shillings and sixpence.

These payments shall be applied in the same manner as the other monies belonging to these funds.

Pilots' Apprentices.—7. Candidates for apprenticeship will be required to prove that they are able to read and write correctly, and that they have a competent knowledge of arithmetic before they can be considered eligible for the pilot service.

8. All candidates for the pilot service shall be bound apprentices for five years to a licensed pilot who has a boat of his own, and no apprentice shall leave the service of the pilot to whom he is bound without permission from his master, and the Pilot Superintendent; and on application for examination for a pilot's license, proof shall be required in all cases of the satisfactory completion of the five years' term of service. Each apprentice shall serve one year of the above term on board ship, either in the coal or Baltic trade, and shall serve three months of such year on board of steam ships, but such service shall be made at such period of his apprenticeship as may be approved of by the Pilot Superintendent.

9. The proposed indentures and satisfactory testimonials, including a surgeon's certificate that the candidate is of sound health, shall in every case be submitted to the Trinity House or Sub-Commissioners, and after the indentures have been approved and signed by the master and apprentice they shall not be cancelled by any private agreement without the permission of the Trinity House or Sub-Commissioners, but the Trinity House shall have the power of cancelling any such indenture, either at the request of the parties, or upon any misconduct on the part of the apprentice deserving, in the judgment of the Trinity House and Sub-Commissioners, of such punishment, and all indentures shall, by express stipulation therein contained, be made subject to the exercise of this power by the Trinity House. The name of every candidate to be entered in the Pilot Superintendent's Register and Character Book on his first entering the service.

10. That every person who shall have served the above term, and shall apply for a pilot's license, shall undergo an examination under the direction of the Trinity House and Sub-Commissioners, for the purpose of ascertaining his

skill, knowledge, and experience in relation to the navigating, piloting, and conducting of vessels. He must be able to give a correct and seamanlike description of the harbour, docks, and piers and must know the course and distance between any two places within the pilotage districts of the Tees, the rise and set of the tides, the depth and character of the soundings, the best anchorages, the sand banks, rocks, shoals, and other dangers, the landmarks, buoys, and lights, the variation and deviation of the compass, he must understand the complete management of a vessel, to bring her to anchor and to keep her clear of her anchor in a tideway, to moor, unmoor, and get under weigh, and how to handle a vessel under any circumstances.

Pilot Boat and Flags.—11. Every pilot boat must be kept in good repair and well found with masts, rigging, sails, anchors, cables, and every other necessary material, and must have her number painted on each bow in white, in figures not less than fifteen inches in length, her number together with the name of the owner, and the port to which she belongs shall also be painted in large letters and figures upon her stern.

12. Every pilot shall provide himself with a red and white flag, three feet long by two feet broad, whereof the upper horizontal half is white, and the lower horizontal half red. On taking charge as pilot of any vessel, he shall cause his flag to be hoisted on board such vessel, at the gaff end, under the ensign, or wherever it may be most conspicuously seen (except on the foremast), and he shall keep his flag continually flying until he leaves the vessel. This Bye-law shall apply to all vessels outward or inward bound, at sea or in port, under weigh or at anchor, and under all circumstances so long as she is in charge of a pilot. Pilots to obey orders of Sub-Commissioners and Dock and Harbour Masters.

13. All pilots shall obey the Bye-laws and all orders and directions of the Trinity House and Sub-Commissioners, and also all orders and directions that may be given to them by the Dock and Harbour Masters relative to the docking, towing, transporting, or removing vessels under their charge.

Rates of Pilotage.—14. The following pilotage rates shall be paid, namely:—

For sea pilotage, from and including the first day of April to the first day of October in each year, one shilling and ninepence for every foot of water which any ship or vessel shall draw, and from and including the first day of October to the first day of April in each year, two shillings for every such foot of water.

For river pilotage, all the year round, one shilling and ninepence for every foot of water which any ship or vessel shall draw.

Ships of over four hundred tons registered burthen shall pay one halfpenny per ton on the

excess of tonnage above four hundred tons, in addition to the above pilotage dues.

Vessels having lee-boards shall pay five shillings, in addition to the above rates.

The pilotage dues shall be paid to the Sub-Commissioners, or to the pilot performing such pilotage duty, within five days after the performance thereof. The Sub-Commissioners may from time to time increase or diminish the said pilotage dues, subject to the approval of the Board of Trade.

Docking or Transporting.—15. The rates for docking and transporting shall be as follows, namely:—

From tier to dock, or from dock to tier—

	s.	d.
Vessels not exceeding 200 tons register burthen	5	0
" " 400 "	7	6
" " 600 "	10	0
" " 800 "	15	0
" " 1,000 "	17	6
" " 1,500 "	20	0
" " 2,000 "	25	0
Vessels exceeding 2,000 "	30	0

In the case of vessels exceeding four hundred tons, two-thirds only of the above rates to be charged for moving vessels from tier to tier, or from tier to any dry dock within the distance of three hundred yards.

Pilots not to be required to pay one shilling per ship, according to Bye-law No. 6, for any work done under this scale.

For pilot's attendance in harbour when required on any vessels, when not ultimately engaged as pilot to such vessel, per day seven shillings and sixpence.

Any disputes as to the foregoing rates to be settled by the Pilot Superintendent.

Complaints, how to be made.—16. All complaints of offences against the Act of Parliament, or the foregoing Bye-laws, or any of them, shall be made in writing, signed by the party aggrieved and delivered to the Secretary of the Pilotage Commissioners, or left at the office as soon as practicable, and the Secretary shall summon all such persons as the Commissioners or any Committee may desire to examine to attend a meeting of the Commissioners or Committee.

Penalty for breach of Bye-laws.—17. Every pilot or apprentice offending against or contravening any of the preceding Bye-laws with respect to pilots, pilot boats, and pilotage, shall, for every such offence, forfeit and pay a penalty not exceeding five pounds.

Note.—In addition to this penalty any pilot acting contrary to the provisions of any of these Bye-laws is liable, under the Act of Parliament, to have his licence recalled or suspended by the Sub-Commissioners.

Newport.

SCHEDULE. 1. Every licensed pilot employed in piloting vessels to and from the port of Newport shall be paid the following pilotage rates, according to the registered tonnage of the vessel:—

For Laden and Unladen Vessels		Under 100 Tons	100 Tons and under 200	200 Tons and under 300	300 Tons and under 400	400 Tons and under 500	500 Tons and under 600	600 Tons and under 700	700 Tons and under 800	800 Tons and under 900	900 Tons and under 1000	1000 Tons and under 1200	1200 Tons and under 1500	1500 Tons and under 1800	1800 Tons and upwards
From	To	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Newport	River's Mouth	0 10 0	0 15 0	0 17 6	1 2 6	1 5 0	1 6 0	1 8 0	1 9 0	1 10	1 12	1 15	2 5 0	2 10 0	3 0 0
Newport	Holms	0 15 6	1 0 0	1 10 0	1 15 0	2 5 0	2 8 0	2 10 0	2 12 0	2 15 0	2 15 0	3 0 0	3 10 0	4 0 0	4 10 0
Newport	Nash Point or Minehead	1 2 6	1 15 0	2 5 0	2 17 6	3 1 0	3 5 0	3 15 0	4 2 0	4 5 0	5 0 0	5 10 0	6 10 0	7 0 0	7 15 0
Newport	Ifracombe or east of Coombe	1 12 6	2 7 6	5 5 0	5 12 6	4 5 6	4 10 6	5 5 0	5 7 6	5 17 6	6 0 0	7 0 0	8 0 0	9 5 0	9 15 0
Newport	Lundy Island or W. of Ifracombe and vice versa	2 5 0	5 0 0	4 0 0	4 12 6	5 6 0	5 18 0	6 15 0	6 15 0	7 17 0	8 0 0	9 10 0	11 0 0	12 0 0	13 0 0

2. Any pilot who may be required to remain on board any vessel for the convenience of the master, owner, or agent after he shall have anchored the vessel in Newport Roads or elsewhere, at the request of the master or owner, shall be entitled to be paid 10s. 6d. per day for every day he may be employed, and any pilot who may be required to move any vessel in the docks, harbour, or river, occupying only one tide, shall be entitled to be paid for every vessel, viz. :—

	Not exceeding	100 tons register	£	s.	d.
100 tons and not exceeding	300	"	0	5	0
300 "	600	"	0	10	0
600 "	1000	"	0	12	6
1000 "	1500	"	0	17	6
1500 tons and upwards	"	"	1	0	0
			1	5	0

Vessels windbound in the water of the Newport district, and retaining the services of a pilot, shall pay 10s. 6d. per diem.

River Tyne Ports.

SCHEDULE referred to in Order in Council of July 28, 1871.

Payment of Fees by Sea Pilots for piloting inwards Vessels of over 500 tons' Register.

Every sea pilot shall pay 1s. for every ship above 500 tons' register piloted by him inwards into the port; in addition to the sum of 1s. for each ship piloted outwards, which he is liable to pay under the 6th Bye-law of the Commissioners.

These payments shall be placed to the credit of the Sea Pilots' Fund, and shall be applied in the same manner as the other monies belonging to that fund.

Pilotage of the Sound.

The following translation of a notice as to pilotage in the Sound was published by the Board of Trade in September 1873 :—

Notice respecting a Declaration between Denmark and Sweden with regard to Pilotage in the Sound.

On the 14th of August of this year the following Declaration was drawn up in the Ministry for Foreign Affairs.

In order to determine more precisely the rights of Danish and Swedish subjects with regard to pilotage in the Sound, His Majesty the King of Denmark, and His Majesty the King of Sweden, have authorised the undersigned to agree to the following Declaration :—

Article 1. In those parts of the Sound which are bounded on the one side by Danish on the other side by Swedish land, the right of pilotage belongs equally to both nations in accordance with the rules specified below, and each nation shall make the arrangements which may concern itself.

Where both coasts belong to the same country the right of pilotage belongs exclusively to such country, and is subject to the regulations laid down by its authorities.

Each state reserves to itself the right of pilotage into and out of its own harbours.

The regulations laid down by either of the two Governments respecting the system of pilotage in the Sound must not, in any respect, be at variance with the rules contained in the Treaty of March 14, 1857.

The pilots of both countries shall, in every case, enjoy in the above-mentioned waters the same rights as those of the most favoured nation.

Article 2. With respect to the foregoing regulations the Drogden is considered as an exclusively Danish water. It is bounded on the north by a line drawn from the middle of the Charlottenlund, through the Stubbe buoy and the northern buoy of the middle ground, to the broom to the

north of Saltholm's most northern point; and on the south by a line from the most southern broom off Armage, through the Drogden fireship, to the most southern point of Saltholm.

Swedish pilots shall, however, be permitted to pilot vessels north of Saltholm into the outer roadstead of Copenhagen, which is bounded on the north by the northern boundary of the Drogden, on the east by the middle ground, on the south by a line from St. John's Church, across the middle of the Island of Refshale, and on the west by a line from the east side of Frekroner to the south-east beacon off Stubbe, and from there to the Stubbe buoy. So also shall Swedish pilots who, in accordance with the above, have taken a ship into the Copenhagen outer roadstead, be permitted, if the captain of the vessel should wish it, and the ship should not enter the inner roadstead, to remain on board the ship, and pilot it out again north of Saltholm. On the other hand, Swedish pilots in the outer roadstead are not allowed to take the pilotage of any ship other than the one in which they arrived in the manner above-mentioned, nor may Swedish pilot-boats lie off in the outer roadstead under the pretence of taking off Swedish pilots who may have arrived.

Article 3. The two Governments engage to assist each other with all the means at their disposal to maintain the foregoing regulations.

Article 4. As this agreement refers exclusively to the right of pilotage in the Sound, and therefore does not in any respect restrict the jurisdiction which, according to the principles of International Law, appertains to each of the two States in their maritime territories as far as they may extend, the Danish Government especially reserves to itself the right of excluding Swedish pilots from the Copenhagen outer roadstead, if such should be considered necessary in consequence of warlike eventualities.

Article 5. The above regulations shall come into force from and on the 21st instant.

In confirmation whereof the undersigned have signed this Declaration in duplicate, and affixed to it their seals, which was done in Copenhagen, August 14, 1873.

(Signed) O. D. ROSENÖRN LEHN. (L.S.)
L. BECK FRÜS. (L.S.)

[See SHIPS for signals for a pilot.]

PLATE. License not necessary for the sale of watch-cases by the maker, 33 & 34 Vict. c. 32, s. 4.

PORTUGAL. See separate articles in the Dictionary, edition 1869, on LISBON, MACAO, and OPORTO.

The value of the total imports from Portugal into the United Kingdom in 1874 was 4,265,032l., i.e., about the average of the last 3 years; and the value of the total exports to Portugal from the United Kingdom in 1874, was 3,128,332l.

The following translation of a law regulating the tonnage and anchorage dues in the ports of Portugal and the adjacent islands was published in the *London Gazette* in January 1871 :—

DON LEWIS, by the grace of God, King of Portugal and of the Algarves, &c.

WE make known to all our subjects that the General Cortes have decreed, and that we sanction, the following law :—

Article 1. The tonnage and anchorage dues, levied for the benefit of the State, to which both national and foreign vessels are subject in the ports of the continental part of the kingdom, and of the islands of Azores and Madeira, shall henceforth be regulated and recovered in accordance with the provisions of this law.

Article 2. All Portuguese and foreign vessels, whether sailing or steam ships, employed in the navigation of the high seas, or on proper navigation, shall be subject on leaving any national port to the payment of the fixed rate of 100 reis (5-33*d.*) for each cubic metre of their tonnage.

§ Under the following exceptions:—

Firstly. All national and foreign steamers belonging to lines on which a regular and subsidised packet service is carried on, whether they shall commence their voyages from the Portuguese ports, or whether they shall call thereat in the course of their voyages at least once a month, shall pay 15 reis (0-80*d.*) per cubic metre, provided they shall convey the mails gratuitously, both on the outward and homeward voyages, and 30 reis (1-60*d.*) in case the conveyance of the mails should not be gratuitously performed.

Secondly. All steamers that are not engaged in the performance of a subsidised packet service, although they should convey the mails gratuitously, when entering a port for the purpose of completing their cargo or taking in passengers, shall pay 50 reis (2-66*d.*) per cubic metre.

Article 3. All Portuguese and foreign vessels entering, either in ballast, through permission of the custom-house, or through a forced or voluntary visit, and departing either in ballast or without performing any commercial operation or taking in passengers, shall not pay tonnage dues.

Article 4. In the case of any unforeseen call at a port, the landing and reshipment of merchandise for the purpose of repairing the ship, or for the cleansing thereof, when in quarantine; the transshipment of merchandise to another vessel, in case the first should be unfit to go to sea; the sale either of damaged goods, provided the sale should be sanctioned by the respective custom-house, or of a part of the cargo for the support of the crew, after the captain shall have proved his inability to raise money in any other way for the purpose mentioned, shall not be considered commercial operations.

Article 5. All Portuguese and foreign vessels that shall enter a national port, and then call at another national port, whether it be for depositing the whole or part of their cargo, or for improving or completing the same, shall not be liable to the payment of tonnage dues, provided it be proved that they have already paid the said duties at the custom-house of the first port from which they sailed.

Article 6. All Portuguese vessels, whether sailing or steam ships, engaged in the coasting trade, shall pay 20 reis (1-06*d.*) per each cubic metre of their tonnage in each voyage.

§ By coasting trade and navigation is meant that which is carried on by Portuguese vessels from some ports in the continental part of the kingdom to others therein, or from these to the ports in the adjacent islands, and *vice versa*, or from some ports in the said islands to others therein.

Article 7. The following are exempted from the payment of tonnage dues:—

Firstly. All national and foreign vessels entering in ballast, and sailing with a full cargo of salt.

Secondly. All national and foreign vessels engaged in fishery, either on the coast or on the high sea, and all their tenders engaged in the conveyance of fish, provided they shall have previously obtained a proper permit, and provided it shall appear from the visit of inspection on entering and leaving port, that they only bring or take articles appertaining to fishery.

Thirdly. In the adjacent islands all vessels without a deck.

POWERS OF ATTORNEY

Fourthly. All vessels of war, whether national or foreign.

Article 8. The Government shall lay down the rules for the practical manner of measuring the tonnage for the payment of the respective dues, and the ship's register may be accepted as the basis for the said payment, should the fiscal authorities agree as to the tonnage specified therein.

Article 9. In addition to the tonnage dues, all special taxes applicable to harbour and dock works shall continue in force, and shall be recovered accordingly.

Article 10. The decree of November 14, 1836, and the laws of April 11, 1839, of August 28, 1840, of May 10, 1841, and of June 26, 1850, and any other legislation to the contrary are hereby revoked.

We command, &c.,

The Minister and Secretary of State for the Finance Department shall cause the same to be printed, published, and circulated.

Given at the Palace of the Ajuda,
December 27, 1870.

(Signed) THE KING.

(Countersigned)

CARLOS BENTO DA SILVA.

POSTAGE AND POST OFFICE. The Post Office Act of 1870 appoints a register of newspapers to be kept at the General Post Office in London, and reduces the rate of postage as follows:

On a registered newspaper, with or without a supplement or supplements	1 <i>d.</i>
On each registered newspaper in a packet of two or more, with or without a supplement or supplements	1 <i>d.</i>

The Postmaster-General is authorised by this Act to make from time to time, with the approval of the Treasury, such regulations as he thinks fit as to the posting and delivery, prepayment, dimensions and weight, and the covers of registered newspapers, book packets, patterns, or sample packets and post cards.

The Postage Act of 1871 vests power in the Treasury to reduce the rates of postage on letters and sample packets, sent by post between places in the United Kingdom, and to regulate the scale of weights according to which such rates are to be charged, so, however, that the lowest rate of postage should not be less than one penny. And while the distinctive rate of postage on patterns and samples was abolished in October 1871, the postage for letters and packets was reduced to the following scale:—

Not above 1 oz.	1 <i>d.</i>	6 oz. and not above 8 oz.	3 <i>d.</i>
1 oz. and not above 2 oz.	1 <i>d.</i>	8 oz.	10 oz. 3 <i>d.</i>
2 oz.	2 <i>d.</i>	10 oz.	12 oz. 4 <i>d.</i>
4 oz.	4 <i>d.</i>	Above 12 oz.	1 <i>d.</i> for each oz.

The Post Office Act of 1875 embodies a statement of the powers conferred by Parliament on the Treasury in relation to fixing the rates of postage. [BANKS; SAVINGS; INSURANCE; LETTERS; NEWSPAPERS; TELEGRAPHS.]

See also the article on Postage in Dictionary.

POTATO FLOUR. Customs' duty on, repealed, 1869.

POTATOES. The value of the Potatoes imported into the United Kingdom, in each of the last 3 years, has been as follows: 1,640,515*l.* in 1872; 2,120,154*l.* in 1873; 1,084,835*l.* in 1874; while the average of the three preceding years was but 287,654*l.*

POWDER, Hair, powder perfumed, and any powder suitable for starch, Customs' duty on import of, and assessed tax on the use of, both abolished, 1869.

POWERS OF ATTORNEY. The Stamp Act of 1870 provides that a power of attorney duly stamped for the sale, transfer, or acceptance of

Government stocks is not chargeable with any further duty though containing an authority for the receipt of dividends. It also declares that an order, request, or direction by the owner of funds to a company or banker to pay dividends to any person therein named is not chargeable with duty as a letter or power of attorney, secs. 103, 104. The Stamp Act of 1871 fixes the duty of 1d. on any letter or power of attorney, or commission factory, or other instrument, appointing a proxy to vote. [FACTOR.]

PRECIOUS METALS. The following statement shows the total value of the registered imports into the United Kingdom of gold and silver coin and bullion, in each year, from 1869 to 1874:—

1869	-	-	£ 20,500,991
1870	-	-	29,435,668
1871	-	-	38,140,837
1872	-	-	29,608,012
1873	-	-	33,599,231
1874	-	-	30,579,188

Statement of the total value of gold and silver coin and bullion, entered at the Custom House for exportation from the United Kingdom, in each year, from 1869 to 1874:—

1869	-	-	£ 16,377,528
1870	-	-	18,919,690
1871	-	-	33,750,671
1872	-	-	30,535,461
1873	-	-	28,899,265
1874	-	-	22,855,593

PROMISSORY NOTES. [BILLS OF EXCHANGE.]

PROXY PAPERS. [POWER OF ATTORNEY.]

PRUSSIA. See GERMANY and separate articles in the Commercial Dictionary on the undermentioned Prussian ports, viz. DANTZIG, KÖNIGSBERG, MEMEL, and STETTIN.

PUBLICANS. [ALE AND BEER.]

PUERTO RICO. [See CUBA.]

PYRITES. The value of the pyrites of iron or copper imported into the United Kingdom (chiefly from Spain and Portugal) during 1874 was 1,253,232l., as against 1,301,272l. in 1873, and 280,922l. in 1861.

PYX. [COINS.]

RAGS AND PAPER-MAKING MATERIALS. The following table shows the value of these materials imported into the United Kingdom in each year from 1870 to 1874, inclusive:—

Years	Rags	Esports and other materials
	£	£
1870	388,918	815,219
1871	444,036	1,332,257
1872	375,035	919,410
1873	287,100	969,445
1874	295,566	1,083,965

The following is the result of inquiries instituted by the Foreign Office as to the extent to which export duties are levied in foreign countries on rags suitable for paper making:—

Argentina Republic	-	Free
Austria	-	4s. per 110½ lbs. avoirdupois
Belgium	-	Free
Brasil	-	Free
Chili	-	Free
Denmark	-	Free
France	-	4 francs per 100 kilogs.
Germany	-	Free
Greece	-	4 lepta per oke of 45 os.
Italy	-	8 francs 10 cents, per 100 kilogs.
Netherlands	-	8s. 4d. per 100 kilogs.
Peru	-	Free
Portugal	-	1½d. per kilog.
Russia, North, 4s. 5d. per cwt.; South, 1s. 11½d. per cwt.	-	
Spain	-	4s. 4d. per 100 kilogs.
Sweden and Norway	-	Free
Switzerland	-	2 francs per cwt.
Turkey	-	1 per cent. ad valorem
United States	-	Free

RAILROAD, TRAM or WAGGON ROADS. Previous legislation in regard to railways has

been amended by the Railways (Powers and Construction) Act (1864) Amendment Act of 1870, which defines the powers and functions of the Board of Trade, when notice of opposition is lodged, as to the issue of provisional certificates and their subsequent confirmation by Act of Parliament, 33 & 34 Vict. c. 19.

The Tramways Act of 1870 enacts that provisional orders authorising the construction of tramways in any district may be obtained from the Board of Trade by or with the consent of the local authority of such district. It settles as to the preliminary notices to be given, and the necessary deposit of documents, &c., and vests in the Board of Trade power to determine on applications and objections. The provisional orders after due publication may be confirmed by Act of Parliament. The Act embodies regulations as to the gauge of the tramways, the carriages to be used, &c., 33 & 34 Vict. c. 78.

RAILWAYS. The 32 & 33 Vict. c. 6 (Railways Companies Meetings Act, 1869) repeals so much of the Regulation of Railways Act of 1868 as relates to the approval, by meeting of incorporated Railway Companies, of bills and certificates for conferring further powers on those companies. The Railways Abandonment Act of 1869 (32 & 33 Vict. c. 114) makes special provision for the abandonment of Railways and the dissolution of Railway Companies.

By the Telegraphs Act of 1869 it would appear that the estimated cost to the public of buying the interest of our Railway Companies in telegraphic business did not exceed 700,000l. The interest of the Telegraph Companies cost a much larger sum.

A law passed in 1871, 34 & 35 Vict. c. 78, for the inspection and regulation of railways, authorises the Board of Trade to appoint Inspectors of Railways, and defines their powers, and obliges companies to make returns of accidents to the Board of Trade, which shall institute inquiries or formal investigations regarding them, and may appoint an assessor to a coroner. The Act also obliges Railway companies, under penalty, to furnish annually to the Board of Trade correct statements of capital, traffic, and expenditure, and defines the liability of companies when carrying animals and goods by sea in vessels other than their own.

See DEBENTURE STOCK, TRAMWAYS.

An Act was passed in 1872, 35 & 36 Vict. c. 50, to protect railway rolling stock from distraint when on hire; rolling stock being defined as including waggons, trucks, carriages of all kinds, and locomotive engines used on railways.

Every Indian railway company may establish offices for the issue and registration of shares. 36 & 37 Vict. c. 43.

Railway Commissioners have been appointed, under the Railway and Canal Traffic Act of 1873, to deal with complaints of individuals or public authorities of violations of § 2 of the Railway and Canal Traffic Act of 1854, or of § 16 of the Regulation of Railways Act of 1868, and they have jurisdiction and can make orders such as the several courts and judges could do in such matters. Differences between Railway Companies and Canal Companies may be referred to the arbitration of these Commissioners. The powers of the Board of Trade, under part 3, and also under § 35 of the Railway Clauses Act of 1863, with respect to the approval of working agreements between Railway Companies, and with respect to the exercise by Railway Companies of their powers in relation to steam-vessels, are transferred to these Railway Commissioners. They have also power, in regard to the reasonableness of

through rates for traffic, and the apportionment of the same to each forwarding company. Under this Act each Railway or Canal Company is bound, under penalty of 5*l.*, to publish at each station or wharf its rates (with relative table of distances) for the carriage of traffic from such station or wharf to any place to which the Company book. The Commissioners have also power to fix the terminal charges of any Railway Company, and no arrangement between Railway and Canal Companies, by which the former shall have any control over the traffic or tolls of any Canal Company, shall be valid without the sanction of the Commissioners; and every Railway Company owning or managing any canal, or part thereof, shall be bound to maintain it thoroughly repaired and dredged, and supplied with water, for the use of all desirous of navigating the same.

By s. 18 every Railway Company is bound to

carry mails by any train, and any difference as to reasonable remuneration by the Government may, at the option of the Railway Company, be referred to the Railway Commissioners, and the same rule applies to the conveyance of mails by steam-vessels. Railway companies are, by 36 & 37 Vict. c. 76, bound to make annual returns to the Board of Trade of the number of its level crossings, its signal arrangements, the mode of working the line, its length, &c. Where any difference, to which a Railway or Canal Company is a party, is referable, under the Act, to the arbitration of the Board of Trade, the Board may appoint the Railway Commissioners to be arbitrators or umpires—37 & 38 Vict. c. 40.

The restrictions placed temporarily on the liability of rolling stock and plant of railways to be seized for debt are made permanent by 38 & 39 Vict. c. 81.

Table showing the Total Length, Capital, Passengers Conveyed, Receipts, and Working Expenses of Railways in England and Wales, Scotland, and Ireland, and the United Kingdom, in each year from 1869 to 1874.

Years	Length of Lines open at the End of each Year.	Total Capital Paid up (Shares, Loans, &c.) at the End of each Year	Total Number of Passengers Conveyed (including Season-ticket Holders)	Total of Traffic Receipts	Total of Working Expenses ‡	Net Traffic Receipts of Passengers and Goods ‡
England and Wales						
	Miles.	£	No.	£	£	£
1869*	10,773½	430,772,858	274,819,793	34,698,985	17,504,308	18,600,814
1870	11,043½	440,169,165	293,297,030	36,691,138	18,227,739	19,894,492
1871	10,850	461,368,616	328,691,987	39,842,594	19,387,483	21,995,582
1872	11,136	473,639,591	374,668,061	43,276,178	20,065,151	22,989,668
1873	11,369	490,018,594	401,724,556	47,061,989	20,815,377	23,045,901
1874	11,622	508,790,197	423,322,464	48,144,747	21,538,730	22,673,721
Scotland						
1869*	2,397½	61,131,860	23,935,076	4,388,357	2,246,152	2,314,742
1870	2,519½	62,512,297	27,070,326	4,632,937	2,400,453	2,424,411
1871	2,538	64,222,911	31,131,650	5,041,485	2,583,786	2,635,345
1872	2,597	62,711,762	34,192,416	5,542,770	2,943,518	2,631,372
1873	2,612	69,126,420	37,550,503	6,072,435	3,518,084	2,789,704
1874	2,699	71,327,140	38,240,011	6,234,495	3,634,352	2,845,906
Ireland						
1869*	1,975½	26,875,043	14,024,512	1,987,979	1,029,618	996,293
1870	1,975½	27,226,921	14,339,444	2,072,995	1,086,933	1,045,785
1871	1,988	27,028,380	15,365,509	2,225,679	1,181,591	1,090,795
1872	2,091	28,629,903	16,546,687	2,385,166	1,284,635	1,156,430
1873	2,101	29,174,894	16,361,708	2,540,997	1,421,387	1,155,547
1874	2,127	29,902,682	16,564,226	2,522,039	1,445,026	1,121,773
Total for United Kingdom						
	Length of Lines open at the End of each Year.	Total Capital Paid up (Shares, Loans, &c.) at the End of each Year.	Number of Passengers Conveyed (including Season-Ticket Holders) †	Total of Traffic Receipts †	Total of Working Expenses ‡	Net Traffic Receipts of Passengers and Goods ‡
			Total	Total		
	Miles	£	No.	£	£	£
1869*	15,145½	518,779,761	312,779,381	41,075,321	20,780,078	21,915,849
1870	15,537½	529,908,673	336,701,800	43,417,070	21,715,525	23,362,618
1871	15,376	552,680,107	375,409,146	47,107,558	23,152,860	25,739,980
1872	15,814	569,047,546	423,147,164	51,804,114	26,293,304	26,957,870
1873	16,082	588,320,308	455,634,767	55,675,421	30,752,848	29,689,152
1874	16,448	609,949,919	478,316,701	56,901,281	32,616,098	26,641,400

The Total Capital includes Subscriptions by some of the Railway Companies to other undertakings.

* Returns for the year 1868 incomplete and not made up.

† Exclusive of the receipts from steamboats, rents, and other miscellaneous sources not ascertained before 1869, in which year these receipts amounted to 1,620,606*l.*, in 1870 to 1,661,073*l.*, in 1871 to 1,785,222*l.*, in 1872 to 1,931,596*l.*, in 1873 to 2,066,579*l.*, and in 1874 to 2,556,217*l.*

‡ Length of line constructed returned for these years.

‡ Inclusive of expenses and net receipts for steamboats and other miscellaneous items from 1869.

In the Report for 1874-5 on the Railways of India it is stated that of 8,640 miles undertaken, there are 6,272 miles open, of which 727 miles are laid with double line.

Statement showing the Number of Miles of Railway in each of the Five undermentioned Divisions of the United States, in 1873:—

Divisions	Miles of Railway.
New England States - - -	5,514
Middle States - - -	14,019
Western States - - -	35,772
Southern States - - -	15,353
Pacific States - - -	2,193
Total - - -	70,651

RECEIPTS. The Stamp Act of 1870, s. 120 gives the following definition of the term *receipt* for the Purposes of Revenue, viz.: the term *receipt* means and includes any note, memorandum, or writing whatsoever whereby any money amounting to 2*l.* or upwards, or any bill of exchange or promissory note for money amounting to 2*l.* or upwards, is acknowledged or expressed to have been received or deposited or paid, or whereby any debt or demand, or any part of a debt or demand, of the amount of 2*l.* or upwards, is acknowledged to have been settled, satisfied, or discharged, or which signifies or imports any such acknowledgment, and whether the same is or is not signed with the name of any person.

RICE. In the five years ending with 1874 rice of the value undermentioned was imported into the United Kingdom, chiefly from India, viz. :—

Years	Rice not in the Husk	Rice in the Husk
1870	£ 2,156,785	£ 153,569
1871	2,337,568	100,758
1872	3,518,421	49,552
1873	3,245,434	53,540
1874	3,636,684	22,624

and the value of the rice, not in the husk, exported from the United Kingdom in 1874, chiefly to the West Indies and North and South America, was 2,519,870*l.*, as against 1,925,669*l.* in 1873, and 786,948*l.* in 1860. [BANGKOK.]

RICE DUST AND MEAL. Customs' duty on repealed, 1869.

RIGA. The number and tonnage of vessels of all nations which entered and cleared at this port in 1873 were as follows :—Entered, 3,177 vessels, of 825,000 tons; cleared, 3,181 vessels, of 826,800 tons. Of these 606 vessels, of 274,496 tons, were British.

The total value of the import trade of Riga in 1873 was 19,611,660 roubles, as against 20,153,453 in 1872; and the value of her exports in 1873, 41,301,975 roubles, as against 26,999,173 roubles in 1872, about a moiety of each trade being carried on with Great Britain. (Consul Guignon's Report, Oct. 13, 1874.)

RIO DE JANEIRO. In the report of Mr. Consul Lennon Hunt, of December 19, 1874, the value of the imports into Rio for 3 years ending with 1872-3, is stated as follows, viz. :—

1870-71	-	-	-	£ 6,517,142
1871-72	-	-	-	6,943,852
1872-73	-	-	-	7,606,552

The following statement will show the value of the chief articles of export from Rio in 1872-3 :—

Rum	-	-	-	£ 14,330
Cotton	-	-	-	85,100
Sugar	-	-	-	27,804
Coffee	-	-	-	10,010,151
Hides	-	-	-	100,850
Diamonds	-	-	-	122,390
Tobacco	-	-	-	108,748
Timber	-	-	-	57,326
Gold dust and bars	-	-	-	459,263

In 1873, 465 British vessels, of 257,728 tons, and 8,174 men for crews, entered this port; while in 1872 there entered 501 vessels, of 310,598 tons, and carrying 9,837 men.

ROADS. The conversion of turnpike roads and relative bridges into highways and the mode of maintaining them after such conversion are pointed out in clauses 10 to 13 of the annual Turnpike Acts Continuance Act of 1870.

RUPERT'S LAND. [COLONIES; HUDSON'S BAY COMPANY.]

RUSSIA. See separate articles ARCHANGEL, ODESSA, PETERSBURG, RIGA, TAGANROG, in the Commercial Dictionary.

The value of the total exports of British and Irish produce to Russia, in 1874, was 8,776,468*l.*, and that of the total imports thence, 20,933,390*l.*

RYE AND RYE MEAL, AND FLOUR. Duty on, repealed, 1869.

SAGO. Customs' duty on, repealed, 1869.

SALMON. The appointment by the Lord Lieutenant of two inspectors of salmon fisheries in Ireland is sanctioned by the 32 Vict. c. 9, and certain powers are conferred on them by 32 & 33 Vict. c. 92.

In order to prevent still further the export of unseasonable salmon from the United King-

dom, the period during which it is prohibited is extended by the Salmon Acts Amendment Act of 1870, 33 & 34 Vict. c. 33; the close season, so far as export is concerned, being now from September 3 to April 30. [FISH.]

The 36 Vict. c. 13 abolishes the office of Special Commissioners of Salmon Fisheries in England, created by the 28 & 29 Vict. c. 121.

Under 36 & 37 Vict. c. 71, p. 3, various restrictions are introduced as to certain modes and times of taking fish in England and Wales, and penalties are imposed for selling salmon, trout, or char, during the close season, and for building or rebuilding weirs without fish-passes. The same Act contains provisions as to the granting of licenses to fish, and the constitution of Boards of Conservators for fishing districts, who may make and alter bye-laws for the better protection, preservation, and improvement of the salmon fisheries within their district.

SALT. [SPAIN.]

SALTPETRE. The value of saltpetre and cubic nitre imported into the United Kingdom in 1874 was as follows, viz. :—

Saltpetre	-	-	-	£ 338,769
" Cubic Nitre	-	-	-	1,271,415
				1,610,212

as against 2,201,746*l.* in 1873, and 1,165,815*l.* in 1860.

SAMPLES. The Post Office Act of 1870, 33 & 34 Vict. c. 79, provides for the transmission of sample packets per post at the following reduced rate, viz. :—

On a book packet or pattern or sample packet :—	
If not exceeding two ounces in weight	-
If exceeding two ounces in weight, for the first two ounces and for every additional two ounces or fractional part of two ounces	1 <i>d.</i>
On a post card	1 <i>d.</i>

[See SAMPLE in Commercial Dictionary and POST OFFICE in this Supplement.]

SAN FRANCISCO. There entered this port in 1874 (as stated in the long and interesting report of Mr. Consul Brooke) 190 British ships, of 231,046 tons, and with cargoes valued at 1,774,259*l.* and there cleared out in the same year 190 British ships, of 213,170 tons, and with cargoes valued at 2,404,126*l.* The total value of the foreign merchandise imported into San Francisco by sea in 1874 was 6,310,685*l.*, which was contributed by the undermentioned countries in the following proportions, viz. :—

Countries	Duty Free	Chargeable with Duty
	£	£
Great Britain	50,165	1,127,564
British North American colonies	-	64,045
Australian colonies	316,148	115,560
Spanish possessions	15,388	235,519
Germany	2,640	303,796
France	6,135	491,771
French possessions	5,855	7,290
China	26,261	517,930
Japan	425,300	19,538
Mexico	910,100	48,130
Hawaiian Islands	791,524	151,177
Central America	28,820	52,090
British East Indies	451,223	38,427
Peru	765	20,403
Dutch East Indies	9,754	52,337
Chili	16,128	12,195
Other countries	5,616	264,810
Total	3,029,716	3,280,969

The exports of grain and flour from this port in the 5 years ending with 1873-74 were as follows, viz. :—

	Wheat	Barley	Oats	Flour
	100-lb. sacks	100-lb. sacks	100-lb. sacks	Barrels
From July 1, 1869, to June 30, 1870	4,664,590	300,621	13,858	351,106
" 1870, " 1871	5,583,124	132,093	12,508	194,763
" 1871, " 1872	1,474,355	16,246	11,210	292,398
" 1872, " 1873	9,835,371	226,222	5,401	264,529
" 1873, " 1874	7,289,278	595,109	26,517	674,698

While the value and destination of the exports of gold and silver from San Francisco for each of the 5 years ending with 1874 have been as follows:—

Years	Eastern Ports of the Union	England	China	Other Ports	Total
	£	£	£	£	£
1870	2,698,660	1,958,130	1,099,370	850,470	6,596,630
1871	4,068,915	636,968	688,642	513,603	5,908,128
1872	1,300,010	432,460	1,495,370	2,948,080	6,135,920
1873	5,450,590	133,422	1,367,070	629,255	7,480,337
1874	4,137,925	36,951	1,664,935	196,315	6,036,126

The exports for 1874 consisting of the following:—

Gold bars	-	-	£ 659,171
Silver bars	-	-	1,398,544
Gold coin	-	-	2,169,912
Mexican dollars	-	-	450,668
Trade dollars	-	-	805,704
Gold dust	-	-	16,442
Currency	-	-	26,000
Silver coin	-	-	11,685

Table showing the destination and value of the exports from San Francisco by sea, other than treasure, for each of the 5 years ending with 1874:—

To	1870	1871	1872	1873	1874
	£	£	£	£	£
Atlantic ports of United States	862,245	764,940	1,112,765	585,865	825,453
Great Britain	1,637,790	728,815	2,189,550	4,238,156	3,408,865
Australian colonies	30,600	40,120	59,195	60,825	83,014
British Columbia	97,850	131,430	149,740	131,820	154,963
China	234,090	336,213	277,560	315,813	361,767
Japan	106,150	105,370	199,500	145,132	141,050
Hawaiian Islands	131,135	114,050	97,500	86,425	90,699
Mexico	179,035	220,493	226,485	250,860	228,584
South America	112,015	119,695	149,560	96,163	76,027
Other countries	174,870	228,508	287,335	304,985	514,800
Total	3,569,630	2,790,234	4,758,700	6,232,044	5,685,050

SAVINGS BANKS. [BANKS.]

SEA BIRDS. An Act, 32 & 33 Vict. c. 17, has been passed for the preservation of sea birds during the breeding season, April 1 to August 1.

SEAL. Her Majesty in Council is empowered, by the Seal Fishery Act of 1875, to act in conjunction with Foreign States for the establishment of a close time in the Seal Fishery, in the seas adjacent to the eastern coasts of Greenland. [SKINS.]

SEAMEN. The Seamen's Clothing Act of 32 & 33 Vict. c. 57, for the protection of seamen's clothing and property, refers exclusively to seamen belonging to Her Majesty's navy, or borne on the books of any of Her Majesty's ships in commission, or any hired vessels in Her Majesty's service in time of war.

The Merchant Shipping Act Amendment Acts, of 1871, 1873, and 1875, provide for the survey of ships alleged by seamen to be unseaworthy [see SHIPS]; and sec. 7 of that of 1873 enacts, in regard to agreements with seamen, that instead of the nature and duration of the intended voyage being stated as required by sec. 149 of the Act of 1854, the agreement may state the maximum period of the voyage or engagement, and the places or parts of the world, if any, to which the voyage or engagement is not to extend. [SEAWORTHY.]

SEAWORTHY. In consequence of some reasonable alarm excited in the public mind in regard to the unseaworthiness of a certain portion of our mercantile marine, a Royal Commission of Inquiry was opened in 1873, and, under the presidency of the Duke of Somerset, much evidence was taken on the subject. Eventually a very able report on the subject, the final one, was laid before Parliament in 1874. In the following year the Government introduced a comprehensive Mercantile Marine Bill; but failing to carry it in its entirety, a temporary measure was substituted in the session of 1875. The following are its chief provisions:—

1. The Board of Trade may forthwith and from time to time by special order appoint a sufficient number of fit and proper persons, from their own staff or otherwise, to be officers having authority to detain unseaworthy ships, and may from time to time revoke any such appointment.

If any officer so appointed has reason to believe upon inspection or otherwise that any British ship is, by reason of the defective condition of her hull, equipments, or machinery, or by reason of overloading or improper loading, unfit to proceed to sea without serious danger to human life, he may order that the ship be detained for the purpose of being surveyed.

Any such order shall have the same effect as if it were an order of the Board of Trade under section 12 of the Merchant Shipping Act, 1873.

For the purpose of ascertaining whether a British ship is fit to proceed to sea, any officer so appointed may go on board the ship and inspect the same, or any part thereof, or any of the machinery, boats, equipments, or other articles on board thereof, not unnecessarily detaining or delaying her from proceeding on her voyage; and any person who wilfully impedes him in the execution of his duty shall be liable to the same penalties, and may be dealt with in the same manner, as if the officer were an inspector appointed by the Board of Trade under the Merchant Shipping Act, 1854.

When any officer so appointed orders a ship to be detained he shall forthwith report his proceedings to the Board of Trade.

An officer so appointed shall receive such remuneration for his services under this Act as the Treasury from time to time direct, and such remuneration shall be paid out of moneys to be provided by Parliament.

2. Whenever a complaint is made to the Board of Trade or to any officer so appointed by one-fourth of the seamen belonging to any British ship that the ship is, by reason of the defective condition of her hull, equipments, or machinery,

or by reason of overloading or improper loading, unfit to proceed to sea without serious danger to human life, it shall be the duty of the Board or officer, as the case may be, if the complaint is made within time sufficient for that purpose before the sailing of the ship, without requiring any security for the payment of costs and expenses, to take proper steps for ascertaining whether the ship ought to be detained for the purpose of being surveyed under the Merchant Shipping Act, 1873.

3. From and after the 1st October, 1875, no cargo of which more than one-third consists of any kind of grain, corn, rice, paddy, pulse, seeds, nuts, or nut-kernels, shall be carried on board any British ship, unless such grain, corn, rice, paddy, pulse, seeds, nuts, or nut-kernels be contained in bags, sacks, or barrels, or secured from shifting by boards, bulkheads, or otherwise. This section shall not apply to any grain shipped previous to 1st October, 1875.

The master of any British ship who shall knowingly allow any cargo or part of a cargo to be shipped therein for carriage contrary to the provisions of this section shall for every such offence incur a penalty not exceeding 200*l*.

4. Section 11 of "The Merchant Shipping Act, 1873," shall be repealed, and in lieu thereof it shall be enacted:—

1. Every person who sends a ship to sea in such unseaworthy state that the life of any person would be likely to be thereby endangered, and the managing owner of any British ship so sent to sea from any port in the United Kingdom, shall be guilty of a misdemeanour, unless he prove that he used all reasonable means to ensure her being sent to sea in a seaworthy state, or prove that her going to sea in such unseaworthy state was, under the circumstances, reasonable and justifiable; and, for the purpose of giving such proof such person may give evidence in the same manner as any other witness:
2. Every person who attempts or is party to any attempt to send to sea any ship in such unseaworthy state that the life of any person would be likely to be thereby endangered, shall be guilty of a misdemeanour, unless he give such proof as aforesaid; and for the purpose of giving such proof such person may give evidence as aforesaid:
3. Every master of a British ship who knowingly takes the same to sea in such unseaworthy state that the life of any person would be likely to be thereby endangered shall be guilty of a misdemeanour, unless he prove that her going to sea in such unseaworthy state was, under the circumstances, reasonable and justifiable; and for the purpose of giving such proof such person may give evidence as aforesaid:
4. The owner of every British ship shall from time to time register at the custom house of the port in the United Kingdom at which such ship is registered the name of the managing owner of such ship, and if there be no managing owner, then of the person to whom the management of the ship is entrusted by and on behalf of the owner; and in case the owner fail or neglect to register the name of such managing owner or manager as aforesaid he shall be liable, or if there be more owners than one, each owner shall be liable in proportion to his interest in the ship, to a penalty not exceeding in the whole 500*l*. each time that the said ship leaves any port in the United Kingdom, after 1st No-

vember, 1875, without the name being duly registered as aforesaid:

5. The term 'managing owner' in sub-section 1 shall include every person so registered as managing owner or as having the management of the ship for and on behalf of the owner:

6. No prosecution under this section shall be instituted except by or with the consent of the Board of Trade:

7. No misdemeanour under this section shall be punishable upon summary conviction:

Provided that the repeal enacted by this section shall not affect any punishment incurred or to be incurred in respect of any offence against the enactment hereby repealed, or any legal proceeding in respect of any such punishment, and any such legal proceeding may be carried on as if this Act had not passed.

5. Every British ship registered on or after 1st November, 1875, shall before registry, and every British ship registered before that day shall, on or before that day, be permanently and conspicuously marked with lines of not less than 12 inches in length and 1 inch in breadth, painted longitudinally on each side amidships, or as near thereto as is practicable, and indicating the position of each deck which is above water.

The upper edge of each of these lines shall be level with the upper side of the deck plank next the waterway at the place of marking.

The lines shall be white or yellow on a dark ground, or black on a light ground.

Provided that—

1. This section shall not apply to ships employed in the coasting trade or in fishing, nor to pleasure yachts; and
2. If a registered British ship is not within a British port of registry at any time before the 1st November, 1875, she shall be marked as by this section required within one month after her next return to a British port of registry subsequent to that date.
6. With respect to the marking of a load-line on British ships the following provisions shall have effect:—
1. From and after 1st November, 1875, the owner of every British ship shall, before entering his ship outwards from any port in the United Kingdom upon any voyage for which he is required so to enter her, or if that is not practicable, as soon after as may be, mark upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc, 12 inches in diameter, with a horizontal line 18 inches in length, drawn through its centre:
2. The centre of this disc shall indicate the maximum load-line in salt water to which the owner intends to load the ship for that voyage:
3. He shall also, upon so entering her, insert in the form of entry delivered to the collector or other principal officer of Customs, a statement in writing of the distance in feet and inches between the centre of this disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre:
4. If default is made in delivering this statement in the case of any ship, any officer of Customs may refuse to enter the ship outwards:
5. The master of the ship shall enter a copy of this statement in the agreement with the crew before it is signed by any member of

the crew, and no superintendent of any mercantile marine office shall proceed with the engagement of the crew until this entry is made:

6 The master of the ship shall also enter a copy of this statement in the official log-book:

7. When a ship has been marked as by this section required she shall be kept so marked until her next return to a port of discharge in the United Kingdom.

7. Any owner or master of a British ship who neglects to cause his ship to be marked as by this Act required, or to keep her so marked, and any person who conceals, removes, alters, defaces, or obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate any of the said marks, except in the event of the particulars thereby denoted being lawfully altered, or except for the purpose of escaping capture by an enemy, shall for each offence incur a penalty not exceeding 500*l*.

If any of the marks required by this Act are in any respect inaccurate, so as to be likely to mislead, the owner of the ship shall incur a penalty not exceeding 100*l*.

8. Where a claim of compensation under the Merchant Shipping Act, 1873, is made against the Board of Trade, and liability to pay compensation, or the amount thereof is in dispute, proceedings may be taken against the Board of Trade by action against the principal secretary thereof as nominal defendant.

9. In contract of service, express or implied, between the owner of a ship and the master or any seaman thereof, and in every instrument of apprenticeship whereby any person is bound to serve as an apprentice on board any ship, there shall be implied, notwithstanding any agreement to the contrary, an obligation on the part of the owner of the ship to the master, seaman, or apprentice, that the owner of the ship, his agents and servants, shall use all reasonable efforts to ensure the seaworthiness of the ship for the voyage at the commencement thereof, and to keep her in a seaworthy condition during the voyage.

10. Provided that nothing in this section shall make the owner of a ship liable for the death of or any injury to a master, seaman, or apprentice belonging to any ship when caused by the wrongful act, neglect, or default of a seaman or apprentice belonging to the same ship, in any case where he would not otherwise be so liable.

11. This Act shall continue in force until 1st October, 1876.

SECURITIES, FOREIGN. [FUNDS.]

SEEDS. In consequence of the growing practice of adulterating seeds, the Government have, by 32 & 33 Vict. c. 112 (which came into force on May 1, 1870), imposed penalties, not exceeding 5*l*.

SHIPS, SHIPPING

for the first, and 50*l*. for any subsequent offence, on every person who, with intent to defraud, or to enable another person to defraud—

1. 'Kills or causes to be killed any seeds' (destroying by artificial means their vitality or germinating power);

2. 'Dyes or causes to be dyed any seeds' (giving to them, by any process of colouring, dyeing, sulphur-smoking, or other artificial means, the appearance of seeds of another kind);

3. Sells or causes to be sold any killed or dyed seeds.

The value of the seeds imported into the United Kingdom in 1874 was as follows:—

Clover and Grass	-	-	599,368
Cotton	-	-	1,514,300
Flax and Linseed	-	-	4,615,242
Rape	-	-	685,383

SEIGNORAGE. [COINS.]

SEMOLINA. Customs duty on repealed, 1869.

SHANGHAI. From the returns of trade at the treaty ports in China for 1874, published by the Inspector-General of the Imperial Maritime Customs Department of Shanghai, we extract the following particulars:—Of the 1,756 vessels, of 1,176,206 tons, which entered the port in 1874, 732 vessels of 539,499 tons were under the British flag, and the gross and net values of the trade of the port (the latter being the foreign and native imports less re-exports, and native exports of local origin) were as follows in the undermentioned years:—

Years	Gross Value in Taels	Net Value in Taels
1871	123,526,396	51,446,421
1872	131,364,041	49,064,410
1873	124,438,205	47,134,478
1874	117,178,177	45,467,010

[CHINA.]

SHEEP. See CATTLE and SHEEP.

SHIPS, SHIPPING. The Merchant Shipping Colonial Act of 1869 places the regulation of our colonial coasting trade under the Colonial Legislatures, and empowers them to grant, after due examination, certificates of qualification to persons intending to act as masters, mates, or engineers on board British ships.

By 32 and 33 Vict. c. 51, the Admiralty jurisdiction of the County Courts is extended to any claims not exceeding 300*l*. each, relating to the use or hire of any ship, or the carriage of goods in any ship, or any claim in tort in respect of goods carried in any ship, and to all claims for damage to ships, whether by collision or otherwise, and also, if the parties agree, to claims of higher amount referring to all the above claims except those for damage. It provides, too, that the judge may be assisted by two mercantile assessors.

See SEAMEN and SEAWORTHY.

Account of the Total Tonnage of British and Foreign Vessels (Sailing and Steam) Entered and Cleared, with Cargoes and in Ballast, at Ports in the United Kingdom, from and to Foreign Countries and British Possessions, in each Year from 1869 to 1874:—

Years	Entered			Cleared			Total		
	British	Foreign	Total	British	Foreign	Total	British	Foreign	Total
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
1869	11,721,897	5,476,427	17,198,324	2,067,270	5,644,687	17,711,957	23,789,167	11,121,114	34,910,281
1870	12,380,390	5,732,974	18,113,364	2,691,790	5,835,028	18,526,818	25,072,180	11,568,002	36,640,182
1871	13,557,638	6,022,259	19,579,897	4,177,110	6,890,871	21,067,981	28,034,748	13,513,130	41,547,878
1872	14,175,289	6,842,136	21,015,415	4,245,801	6,939,809	21,485,610	28,719,090	13,781,938	42,501,028
1873	14,541,028	7,325,929	21,866,957	5,106,316	7,468,713	22,575,029	29,617,544	14,792,642	44,410,186
1874	14,835,644	7,534,866	22,368,510	15,256,039	7,804,408	23,060,447	30,089,683	15,339,274	45,428,957

Account of the Tonnage of British and Foreign Vessels (Sailing and Steam) Entered and Cleared, with Cargoes only, at Ports in the United Kingdom, from and to Foreign Countries and British Possessions, in each Year from 1869 to 1874 :—

Years	Entered			Cleared			Total		
	British	Foreign	Total	British	Foreign	Total	British	Foreign	Total
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
1869	10,044,182	4,444,518	14,488,700	11,313,757	4,603,247	15,916,944	21,333,339	9,017,745	30,403,684
1870	10,308,932	4,601,790	14,910,742	11,934,087	4,779,851	16,713,938	22,243,039	9,381,641	31,624,680
1871	11,250,180	5,205,222	16,455,412	13,396,583	5,640,472	19,047,435	24,646,703	10,836,094	35,502,797
1872	12,139,805	5,766,135	17,905,910	15,574,471	5,673,881	21,248,352	25,714,576	11,410,016	37,154,292
1873	12,174,912	6,300,115	18,475,057	15,645,000	5,486,335	21,139,565	26,147,912	11,906,480	37,934,442
1874	12,751,128	6,330,278	19,081,406	14,010,786	5,742,701	19,753,487	26,761,914	12,072,979	38,834,893

Table showing the Total Tonnage of British and Foreign Steam Vessels only, Entered and Cleared, with Cargoes and in Ballast, at Ports in the United Kingdom, from and to Foreign Countries and British Possessions, 1869-74 :—

Years	Entered			Cleared			Total		
	British	Foreign	Total	British	Foreign	Total	British	Foreign	Total
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
1869	6,074,694	925,305	6,999,999	6,153,371	931,784	7,085,155	12,227,965	1,257,089	14,085,051
1870	6,554,217	880,666	7,434,883	6,796,441	850,607	7,637,448	13,341,038	1,731,273	15,072,331
1871	7,551,337	1,237,990	8,789,347	7,809,845	1,244,500	9,054,345	15,361,202	2,480,490	17,841,692
1872	8,563,665	1,486,496	10,050,161	8,846,364	1,517,207	10,363,571	17,410,029	3,003,703	20,413,732
1873	9,271,723	1,969,817	11,241,570	9,671,930	1,948,790	11,620,780	18,945,633	3,518,637	22,464,290
1874	9,555,356	1,871,023	11,426,359	9,833,291	2,000,604	11,833,795	19,408,227	3,871,227	23,280,054

Account of the Tonnage of British and Foreign Vessels (Sailing and Steam) Entered with Cargoes Coastwise at Ports in the United Kingdom, 1869-74 :—

Years	British	Foreign	Total	Years	British	Foreign	Total
	Tons	Tons	Tons		Tons	Tons	Tons
1869	17,891,853	110,186	18,003,039	1872	17,272,747	119,408	18,009,150
1870	18,210,519	89,756	18,300,275	1873	21,369,167	125,130	21,494,297
1871	18,276,297	90,422	18,367,119	1874	21,681,543	104,866	21,694,409

Account of the Total Number and Tonnage of Vessels Registered as belonging to the United Kingdom, including Jersey, Guernsey, and the Isle of Man, at the end of each Year from 1869 to 1874 :—

Years	Sailing Vessels		Steam Vessels		Total	
	Vessels	Tons	Vessels	Tons	Vessels	Tons
1869	24,187	4,765,304	2,972	948,367	27,159	5,713,671
1870	23,189	4,377,853	3,178	1,112,934	26,367	5,490,789
1871	22,510	4,374,511	3,382	1,319,612	25,892	5,694,123
1872	22,103	4,213,295	3,675	1,534,632	25,778	5,751,527
1873	21,698	4,091,379	3,863	1,715,763	25,561	5,805,169
1874	21,464	4,108,220	4,033	1,870,611	25,497	5,978,831

Number and Tonnage of Sailing and Steam Vessels Built and first Registered in the United Kingdom in each year from 1869 to 1874 :—

Years	Sailing Vessels		Steam Vessels		Total	
	Vessels	Tons	Vessels	Tons	Vessels	Tons
1869	731	245,373	281	123,203	1,012	368,576
1870	609	136,986	434	226,591	1,043	363,577
1871	465	60,960	537	330,798	1,022	391,058
1872*	427	56,757	638	415,961	1,062	474,718
1873*	422	89,626	509	363,917	931	453,543
1874*	499	187,513	482	335,890	981	521,203

* The figures for the years 1872, 1873, and 1874 show the number and tonnage of vessels that were built in those years, whether registered or not.

Account of the Total Number and Tonnage of Registered Sailing and Steam Vessels of the United Kingdom (exclusive of River Steamers and Vessels belonging to British Colonies and Dependencies), Employed in the Home and Foreign Trade in each year from 1869 to 1874, and the Number of Men Employed therein.

Years	Sailing Vessels			Steam Vessels			Total		
	Vessels	Tons	Men Employed (exclusive of Masters)	Vessels	Tons	Men Employed (exclusive of Masters)	Vessels	Tons	Men Employed (exclusive of Masters)
1869	20,136	4,677,275	152,186	1,725	880,088	43,304	21,861	5,557,303	195,490
1870	19,940	4,519,141	147,267	2,210	1,039,969	48,753	22,150	5,559,110	196,022
1871	19,650	4,343,558	141,035	2,557	1,290,003	58,703	22,207	5,633,561	199,738
1872	19,709	4,245,904	137,101	2,845	1,515,704	66,619	22,554	5,761,608	203,720
1873	18,785	4,067,144	130,877	2,796	1,680,953	71,362	21,581	5,748,097	202,239
1874	17,926	4,037,564	128,753	2,946	1,827,021	74,783	20,972	5,864,588	203,606

The following are the unrepealed provisions embodied in the Merchant Shipping Amendment Act of 1871, the 34 and 35 Vic. c. 110 :

'5. The Board of Trade may, in any case or class of cases in which they think it expedient so to do, direct any person appointed by them for the purpose to record, in such manner and with such particulars as the Board of Trade direct, the draught of water of any sea-going ship, as shown on the scale of feet on her stem and on her stern post, upon her leaving any dock, wharf, port, or harbour for the purpose of proceeding to sea; and such person shall thereupon keep such record, and shall from time to time forward the same, or a copy thereof, to the Board of Trade; and such record, or any copy thereof, if produced by or out of the custody of the Board of Trade, shall be admissible in evidence of the draught of water of the ship at the time specified in the record.

'The master of every British sea-going ship shall, upon her leaving any dock, wharf, port, or harbour for the purpose of proceeding to sea, record her draught of water in the official logbook (if any), and shall produce such record to any principal officer of Customs whenever required by him so to do, or in default of such production shall incur a penalty not exceeding twenty pounds.

'6. With respect to the names of British ships the following rules shall be observed :—

1. A ship shall not be described by any name other than that by which she is for the time being registered :
2. No change shall be made in the name of a ship without the previous permission of the Board of Trade signified in writing under their seal, or under the hand of one of their secretaries or assistant secretaries. Upon such permission being granted the ship's name shall forthwith be altered in the register book, in the ship's certificate of registry, and on her bows and stern :
3. If in any case it is shown to the satisfaction of the Board of Trade that the name of any ship has been changed without such permission as aforesaid, they shall direct that her name be altered into that which she bore before such change, and the name shall be altered in the register book, in the ship's certificate of registry, and on her bows and stern accordingly :
4. Where a ship having once been registered has ceased to be so registered no person, unless ignorant of such previous registry, (proof whereof shall lie on him), shall apply to register, and no registrar shall knowingly register, such ship, except by the name by which she was previously registered, unless with the permission of the Board of Trade granted as aforesaid.

Every person who acts or suffers any person under his control to act in contravention of this section, or who omits to do, or suffers any person under his control to omit to do, anything required by this section, shall for each offence incur a penalty not exceeding one hundred pounds, and any principal officer of Customs may detain the ship until the provisions of this section are complied with.

'Application for a change of name shall be made in writing to the Board of Trade. If the Board are of opinion that the application is made on reasonable grounds they may entertain the same, and shall thereupon require notice thereof to be published in such form and manner as they think fit.

'7. Whenever in any proceeding against any

seaman or apprentice belonging to any ship for desertion, or for neglecting or refusing to join or to proceed to sea in his ship, or for being absent from or quitting the same without leave, it is alleged by one-fourth of the seamen belonging to such ship, or, if the number of such seamen exceed twenty, by not less than five such seamen, that such ship is by reason of unseaworthiness, overloading, improper loading, defective equipment, or for any other reason, not in a fit condition to proceed to sea, or that the accommodation in such ship is insufficient, the court having cognizance of the case shall take such means as may be in their power to satisfy themselves concerning the truth or untruth of such allegation, and shall for that purpose receive the evidence of the person or persons making the same, and shall have power to summon any other witnesses whose evidence they may think it desirable to hear; the court shall thereupon, if satisfied that the allegation is groundless, proceed to adjudicate, but if not so satisfied shall cause such ship to be surveyed.

'Provided that no seaman or apprentice charged with desertion, or with quitting his ship without leave, shall have any right to apply for a survey under this section unless previously to his quitting his ship he has complained to the master of the circumstances so alleged in justification.

'For the purposes of this section the court shall require any of the surveyors appointed by the Board of Trade, under the Merchant Shipping Act, 1854, or any person appointed for the purpose by the Board of Trade, or, if such surveyor or person cannot be obtained without unreasonable expense or delay, or is not, in the opinion of the court, competent to deal with the special circumstances of the case, then any other impartial surveyor appointed by the court, and having no interest in the ship, her freight, or cargo, to survey the ship, and to answer any question concerning her which the court may think fit to put. Such surveyor or other person shall survey the ship, and make his report in writing to the court, including an answer to every question put to him by the court. The court shall cause such report to be communicated to the parties, and unless it is proved to the satisfaction of the court that the opinions expressed in such report are erroneous, the court shall determine the questions before them in accordance with those opinions.

'For the purposes of such survey a surveyor shall have all the powers of an inspector appointed by the Board of Trade, under the Merchant Shipping Act, 1854.

'The costs (if any) of the survey shall be determined by the Board of Trade, according to a scale of fees to be fixed by them, and shall be paid in the first instance out of the Mercantile Marine Fund.

'If it is proved to the satisfaction of the court that the ship is in a fit condition to proceed to sea, or, as the case may be, that the accommodation is sufficient, the costs of the survey shall be paid by the person or persons upon whose demand, or in consequence of whose allegation, the survey was made, and may be deducted by the master or owner out of the wages due or to become due to such person or persons, and shall be paid over to the Board of Trade.

'If it is proved that the ship is not in a fit condition to proceed to sea, or, as the case may be, that the accommodation is insufficient, the costs of the survey shall be paid to the Board of Trade by the master or owner.

'8. Any naval court may, if they think fit, direct a survey of any ship which is the subject of an investigation held before them, and such survey shall be made in the same way, and the surveyor who makes the same shall have the same powers, as if the survey had been directed by a competent court in the course of proceedings against a seaman or apprentice for desertion or a kindred offence.

'9. In every case of collision between two vessels it shall be the duty of the master of each vessel to give to the master of the other vessel the name of his own vessel, and of her port of registry, or of the port or place to which she belongs, and also the names of the ports or places from which and to which she is bound.

'Any failure to give such information, except under circumstances which render it impossible or unnecessary to do so (proof of which shall lie on the master failing to give it), shall involve the same consequences as failure to render assistance to the other vessel, or to the master, crew, or passengers thereof.

'In this section the term "vessel" includes any vessel used in navigation, however propelled.'

See also PETROLEUM, for regulations under Petroleum Act of 1871, regarding ships conveying this and other highly inflammable substances. The Merchant Shipping Act of 1872 (35 & 36 Vict. c. 73) transfers certain duties from the Commissioners of Customs to the Board of Trade, as follows, viz., those in regard to the measurement of ships and to the registry of seamen; those in regard to the registry of ships, and those in regard to passenger ships from the Emigration Commissioners to the Board of Trade, and those of the Secretary of State under the Passengers Act of 1863 to the Board of Trade. The same Act of 1872 orders the annual survey of passenger steamers, authorises the Trinity House to modify rules as to pilotage rates, transfers the payment of the Cinque Port pilots to the Trinity House pilotage fund, empowers any pilotage authority to grant special sea licenses, and makes certain regulations for surveyors of ships. [See PILOTAGE.]

The following regulations in regard to the registry of ships are embodied in the Merchant Shipping Act Amendment Act of 1873, 36 & 37 Vict. c. 85:—

3. Every British ship registered after the passing of this Act shall before registry, and every British ship registered before the passing of this Act shall, on or before January 1, 1874, be permanently and conspicuously marked to the satisfaction of the Board of Trade, as follows:—

Her name shall be marked on each of her bows, and her name and the name of her port of registry shall be marked on her stern, on a dark ground in white or yellow letters, or on a light ground in black letters, such letters to be of a length not less than four inches, and of proportionate breadth:

Her official number and the number denoting her registered tonnage shall be cut in on her main beam:

A scale of feet denoting her draught of water shall be marked on each side of her stem and of her sternpost in Roman capital letters or in figures, not less than six inches in length, the lower line of such letters or figures to coincide with the draught line denoted thereby. Such letters or figures shall be marked by being cut in and painted white or yellow on a dark ground, or in such other way as the Board of Trade may from time to time approve.

The Board of Trade may, however, exempt any class of ships from the requirements of this section or any of them.

If the scale of feet showing the ship's draught of water is in any respect inaccurate, so as to be likely to mislead, the owner of the ship shall incur a penalty not exceeding 100*l*.

The marks required by this section shall be permanently continued, and no alteration shall be made therein, except in the event of any of the particulars thereby denoted being altered in the manner provided by the Merchant Shipping Acts, 1854 to 1873.

Any owner or master of a British ship who neglects to cause his ship to be marked as aforesaid, or to keep her so marked, and any person who conceals, removes, alters, defaces, or obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate any of the said marks, except in the event aforesaid, or except for the purpose of escaping capture by an enemy, shall for each offence incur a penalty not exceeding 100*l*, and any officer of Customs on receipt of a certificate from a surveyor or inspector of the Board of Trade that a ship is insufficiently or inaccurately marked may detain the same until the insufficiency or inaccuracy has been remedied.

Provided that no fishing vessel duly registered, lettered, and numbered in pursuance of the Sea Fisheries Act, 1868, shall be required to have her name and port of registry marked under this section.

Provided also, that if any registered British ship is not within a port of the United Kingdom at any time before January 1, 1874, she shall be marked as by this section required within one month after her next return to a British port of registry subsequent to that date.

4. The record of the draught of water of any sea-going ship required under section 5 of the Merchant Shipping Act, 1871, shall, in addition to the particulars thereby required, specify the extent of her clear side in feet and inches.

The term 'clear side' means the height from the water to the upper side of the plank of the deck from which the depth of hold as stated in the register is measured, and the measurement of the clear side is to be taken at the lowest part of the side.

Every master of a sea-going ship shall, upon the request of any person appointed to record the ship's draught of water, permit such person to enter the ship, and to make such inspections and take such measurements as may be requisite for the purpose of such record, and any master who fails so to do, or impedes or suffers anyone under his control to impede any person so appointed in the execution of his duty, shall for each offence incur a penalty not exceeding 5*l*.

5. Where a foreign ship, not having at any previous time been registered as a British ship, becomes a British ship, no person shall apply to register, and no registrar shall knowingly register such ship, except by the name which she bore as a foreign ship immediately before becoming a British ship, unless with the permission of the Board of Trade granted in manner directed by section 6 of the Merchant Shipping Act, 1871.

Any person who acts or suffers any person under his control to act in contravention of this section shall for each offence incur a penalty not exceeding 100*l*.

6. Where a ship has ceased to be registered as a British ship by reason of having been wrecked or abandoned, or for any reason other than cap-

ture by the enemy, or transfer to a person not qualified to own a British ship, such ship shall not be re-registered until she has, at the expense of the applicant for registration, been surveyed by one of the surveyors appointed by the Board of Trade, and certified by him to be seaworthy.

And also as to the survey of ships suspected of being unseaworthy, and safety from accidents, follows, viz. :—

12. Where the Board of Trade have received a complaint, or have reason to believe that any British ship is by reason of the defective condition of her hull, equipments, or machinery, or by reason of overloading or improper loading, unfit to proceed to sea without serious danger to human life, they may, if they think fit, appoint some competent person or persons to survey such ship, and the equipments, machinery, and cargo thereof, and to report thereon to the Board.

Any person so appointed may, for the purposes of such survey, require the unloading or removal of any cargo, ballast, or tackle, and shall have all the powers of an inspector appointed under the Merchant Shipping Act, 1854.

Any person who (having notice of the intention to hold such survey) wilfully does or causes to be done any act by which the person appointed to make such survey is prevented from, or obstructed in ascertaining the condition of the ship, her equipments, machinery, and cargo, shall be liable to a penalty not exceeding 50*l*.

The Board of Trade may, if they think fit, order that any ship be detained for the purpose of being surveyed under this section, and thereupon any officer of Customs may detain such ship until her release be ordered either by the Board of Trade, or by any court to which an appeal is given under this Act.

Upon the receipt of the report of the person making any such survey the Board may, if in their opinion the ship cannot proceed to sea without serious danger to human life, make such further order as they may think requisite as to the detention of the ship, or as to her release, either absolutely or upon the performance of such conditions with respect to the execution of repairs or alterations, or the unloading or reloading of cargo, as the Board may impose. They may also from time to time vary or add to such order.

A copy of any such order and of the report upon which it was founded, and also of any variation of or addition to such order, shall be delivered as soon as possible to the owner or master of the ship to which it relates.

When a ship has been detained under this section she shall not be released by reason of her British register having been closed.

13. If upon the survey of a ship under this Act she is reported to have been at the time of the survey, having regard to the nature of the service for which she was then intended, unfit to proceed to sea without serious danger to human life, the expenses incurred by the Board of Trade in respect of the survey shall be paid by the owner of the ship to the Board of Trade, and shall, without prejudice to any other remedy, be recoverable by them in the same manner as salvage is recoverable.

If upon such survey the ship is not reported to have been unfit to proceed to sea, having regard to the nature of the service for which she was intended, the Board of Trade shall be liable to pay compensation to any person for any loss or damage which he may have sustained by reason of the detention of the ship for the purpose of survey, or otherwise in respect of such survey.

Where a complaint has been made to the Board

of Trade that a ship is not fit to proceed to sea, they may, if they think fit, before ordering a survey of the ship, require the complainant to give or provide such security as they may think sufficient for the payment of the costs and expenses which they may incur in respect of the survey of the ship and of the compensation which they may be rendered liable to pay for loss or damage caused by her detention for the purpose of such survey, or otherwise in respect of such survey.

Where a ship has been surveyed under this Act in consequence of a complaint made to the Board of Trade, if upon such survey being made it appear that such complaint was made without reasonable cause, the expenses incurred by the Board in respect of the survey of the ship and the amount, if any, which the Board may have been rendered liable to pay in respect of any loss or damage caused by her detention shall be recoverable by the Board from such complainant.

All moneys payable by the Board of Trade in respect of or by reason of the survey or detention of a ship under this Act shall, subject to the right by this section provided of recovering such moneys from the complainant, be paid out of moneys to be provided by Parliament.

14. If the owner of any ship surveyed under this Act is dissatisfied with any order of the Board of Trade made upon such survey, he may apply to any of the following courts having jurisdiction in the place where such ship was surveyed, that is to say :—

In England, to any court having Admiralty jurisdiction :

In Ireland, to any court having jurisdiction under the Court of Admiralty (Ireland) Act, 1867 :

In Scotland, to the court of the sheriff of the county.

The court may, upon such application, if they think fit, appoint one or more competent persons to survey the ship anew, and any surveyor so appointed shall have all the powers of the person by whom the original survey was made. Such survey anew shall, if so required by the Board of Trade or the shipowner, be made in the presence of any person or persons appointed by them respectively to attend at the survey.

The court to which such application is made may make such order as to the detention or release of the ship, as to the payment of any costs and damages which may have been occasioned by her detention, as to the payment of the expenses of the original survey, and of the survey anew, and otherwise as to the payment of any costs of and incident to the application, as to the court may seem just.

Where an application is made under this section to a county court, or in Ireland to a local court, the matter of the application shall be deemed to be an Admiralty cause within the meaning of the County Courts Admiralty Jurisdiction Act, 1868, and the Court of Admiralty (Ireland) Act, 1867.

15. In the case of any ship surveyed under the fourth part of the Merchant Shipping Act, 1854, the Board of Trade may at the request of the owner authorise the reduction of the number and the variation of the dimensions of the boats required for the ship by section 292 of that Act, and also the substitution of rafts or other appliances for saving life for any such boats, so nevertheless that the boats so reduced or varied, and the rafts or other appliances so substituted, be sufficient for the persons carried on board the ship.

Section 298 of the said Act shall extend to any such rafts or appliances in the same manner as if they were boats.

16. In every case of collision between two vessels it shall be the duty of the master or person in charge of each vessel, if and so far as he can do so without danger to his own vessel, crew, and passengers (if any), to stay by the other vessel until he has ascertained that she has no need of further assistance, and to render to the other vessel, her master, crew, and passengers (if any), such assistance as may be practicable and as may be necessary in order to save them from any danger caused by the collision; and also to give to the master or person in charge of the other vessel the name of his own vessel, and of her port of registry, or of the port or place to which she belongs, and also the names of the ports and places from which and to which she is bound.

If he fails to do, and no reasonable cause for such failure is shown, the collision shall, in the absence of proof to the contrary, be deemed to have been caused by his wrongful act, neglect, or default.

Every master or person in charge of a British vessel who fails, without reasonable cause, to render such assistance or give such information as aforesaid shall be deemed guilty of a misdemeanour, and if he is a certificated officer an inquiry into his conduct may be held, and his certificate may be cancelled or suspended.

17. If in any case of collision it is proved to the court before which the case is tried that any of the regulations for preventing collision contained in or made under the Merchant Shipping Acts, 1854 to 1873, has been infringed, the ship by which such regulation has been infringed shall be deemed to be in fault, unless it is shown to the satisfaction of the court that the circumstances of the case made departure from the regulation necessary.

18. The signals specified in the following schedule shall be deemed to be signals of distress :—

SIGNALS OF DISTRESS.

In the daytime.—The following signals, numbered 1, 2, and 3, when used or displayed together or separately, shall be deemed to be signals of distress in the daytime :—

1. A gun fired at intervals of about a minute;
2. The International Code signal of distress indicated by N C;
3. The distant signal, consisting of a square flag having either above or below it a ball, or anything resembling a ball.

At night.—The following signals, numbered 1, 2, and 3, when used or displayed together or separately, shall be deemed to be signals of distress at night :—

1. A gun fired at intervals of about a minute;
2. Flames on the ship (as from a burning tar barrel, oil barrel, &c.);
3. Rockets or shells, of any colour or description, fired one at a time, at short intervals.

Any master of a vessel who uses or displays, or causes or permits any person under his authority to use or display, any of the said signals, except in the case of a vessel being in distress, shall be liable to pay compensation for any labour undertaken, risk incurred, or loss sustained in consequence of such signal having been supposed to be a signal of distress, and such compensation may, without prejudice to any other remedy, be recovered in the same manner in which salvage is recoverable.

19. If a vessel requires the services of a pilot, the signals to be used and displayed shall be those specified in the following schedule :—

SIGNALS TO BE MADE BY SHIPS WANTING A PILOT.

In the daytime.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot in the daytime, viz. :—

1. To be hoisted at the fore, the Jack, or other national colour usually worn by merchant ships, having round it a white border, one-fifth of the breadth of the flag; or
2. The International Code pilotage signal indicated by P T.

At night.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot at night, viz. :—

1. The pyrotechnic light commonly known as a blue light every fifteen minutes; or
2. A bright white light, flashed or shown at short or frequent intervals just above the bulwarks, for about a minute at a time.

Any master of a vessel who uses or displays, or causes or permits any person under his authority to use or display, any of the said signals for any other purpose than that of summoning a pilot, or uses or causes or permits any person under his authority to use any other signal for a pilot, shall incur a penalty not exceeding 20*l*.

20. Her Majesty may from time to time by Order in Council repeal or alter the rules as to signals contained in the schedules to this Act, or make new rules in addition thereto, or in substitution thereof, and any alterations in, or additions to such rules made in manner aforesaid, shall be of the same force as the rules in the said schedules.

21. Any shipowner who is desirous of using, for the purposes of a private code, any rockets, lights, or other similar signals, may register such signals with the Board of Trade, and the Board shall give public notice of the signals so registered in such manner as they may think requisite for preventing such signals from being mistaken for signals of distress or signals for pilots.

The Board may refuse to register any signals which in their opinion cannot easily be distinguished from signals of distress or signals for pilots.

When any signal has been so registered the use or display thereof by any person acting under the authority of the shipowner in whose name it is registered, shall not subject any person to any of the penalties or liabilities by this Act imposed upon persons using or displaying signals improperly.

22. If the managing owner, or, in the event of there being no managing owner, the ship's husband of any British ship have reason, owing to the non-appearance of such ship, or to any other circumstance, to apprehend that such ship has been wholly lost, he shall, as soon as conveniently may be, send to the Board of Trade notice in writing of such loss, and of the probable occasion thereof, stating the name of the ship and her official number (if any), and the port to which she belongs, and if he neglect to do so within a reasonable time, he shall incur a penalty not exceeding 50*l*.

23. If any person sends or attempts to send by, or not being the master or owner of the vessel, carries or attempts to carry in any vessel, British or foreign, any dangerous goods (that is to say), aquafortis, vitriol, naphtha, benzine, gunpowder, lucifer matches, nitro-glycerine, petroleum, or

any other goods of a dangerous nature, without distinctly marking their nature on the outside of the package containing the same, and giving written notice of the nature of such goods, and of the name and address of the sender or carrier thereof, to the master or owner of the vessel at or before the time of sending the same to be shipped, or taking the same on board the vessel, he shall for every such offence incur a penalty not exceeding 100*l.*: Provided that if such person show that he was merely an agent in the shipment of any such goods as aforesaid, and was not aware, and did not suspect, and had no reason to suspect that the goods shipped by him were of a dangerous nature, the penalty which he incurs shall not exceed 10*l.*

24. If any person knowingly sends, or attempts to send by, or carries or attempts to carry in any vessel, British or foreign, any dangerous goods, or goods of a dangerous nature, under a false description, or falsely describes the sender or carrier thereof, he shall incur a penalty not exceeding 500*l.*

25. The master or owner of any vessel, British or foreign, may refuse to take on board any package or parcel which he suspects to contain goods of a dangerous nature, and may require it to be opened to ascertain the fact.

26. Where any dangerous goods as defined in this Act, or any goods which, in the judgment of the master or owner of the vessel, are of a dangerous nature, have been sent or brought aboard any vessel, British or foreign, without being marked as aforesaid, or without such notice having been given as aforesaid, the master or owner of the vessel may cause such goods to be thrown overboard, together with any package or receptacle in which they are contained; and neither the master nor the owner of the vessel shall, in respect of such throwing overboard, be subject to any liability, civil or criminal, in any court.

27. Where any dangerous goods have been sent or carried, or attempted to be sent or carried, on board any vessel, British or foreign, without being marked as aforesaid, or without such notice having been given as aforesaid, and where any such goods have been sent or carried, or attempted to be sent or carried, under a false description, or the sender or carrier thereof has been falsely described, it shall be lawful for any court having Admiralty jurisdiction to declare such goods, and any package or receptacle in which they are contained, to be and they shall thereupon be forfeited, and when forfeited shall be disposed of as the court directs.

The court shall have and may exercise the aforesaid powers of forfeiture and disposal, notwithstanding that the owner of the goods have not committed any offence under the provisions of this Act relating to dangerous goods, and be not before the court, and have not notice of the proceedings, and notwithstanding that there be no evidence to show to whom the goods belong; nevertheless the court may, in its discretion, require such notice as it may direct to be given to the owner or shipper of the goods before the same are forfeited.

28. The provisions of this Act relating to the carriage of dangerous goods shall be deemed to be in addition to, and not in substitution for, or in restraint of any other enactment for the like object, so nevertheless that nothing in the said provisions shall be deemed to authorise that any person be sued or prosecuted twice in the same matter.

29. Where, in accordance with the Foreign

Jurisdiction Acts, Her Majesty exercises jurisdiction within any port out of Her Majesty's dominions, it shall be lawful for Her Majesty, by Order in Council, to declare such port a port of registry (in this Act referred to as a foreign port of registry), and by the same or any subsequent Order in Council to declare the description of persons who are to be the registrars of British ships at such foreign port of registry, and to make regulations with respect to the registry of British ships thereat.

Upon such Order coming into operation it shall have effect as if it were enacted in the Merchant Shipping Acts, 1854 to 1873, and shall, subject to any exceptions and regulations contained in the Order, apply in the same manner, as near as may be, as if the port mentioned in the Order were an ordinary port of registry.

30. There shall be paid in respect of the several measurements, inspections, and surveys mentioned in the following schedule such fees, not exceeding those specified in that behalf in the said schedule, as the Board of Trade may from time to time determine:—

TABLE OF MAXIMUM FEES TO BE PAID FOR THE MEASUREMENT, SURVEY, AND INSPECTION OF MERCHANT SHIPS.

1. For measurement of tonnage.

	£	s.	d.
For a ship under 50 tons register tonnage	-	-	1 0 0
" " from 50 to 100 tons	-	-	1 10 0
" " " 100 to 200 "	-	-	2 0 0
" " " 200 to 500 "	-	-	3 0 0
" " " 500 to 800 "	-	-	4 0 0
" " " 800 to 1,200 "	-	-	5 0 0
" " " 1,200 to 2,000 "	-	-	6 0 0
" " " 2,000 to 3,000 "	-	-	7 0 0
" " " 3,000 to 4,000 "	-	-	8 0 0
" " " 4,000 to 5,000 "	-	-	9 0 0
" " " 5,000 and upwards	-	-	10 0 0

2. For the inspection of the berthing or sleeping accommodation of the crew.

	£	s.	d.
For each visit to the ship	-	-	0 10 0

Provided as follows:—

1. The aggregate amount of the fees for any such inspection shall not exceed 1*l.*, whatever be the number of separate visits.
2. When the accommodation is inspected at the same time with the measurement of the tonnage no separate fee shall be charged for such inspection.

3. For the survey of Emigrant Ships.

	£	s.	d.
a. For an ordinary survey of the ship, and of her equipments, accommodation, stores, light, ventilation, sanitary arrangements, and medical stores	-	-	10 0 0
b. For a special survey	-	-	15 0 0
c. In respect of the medical examination of passengers and crew, for every hundred persons or fraction of a hundred persons examined	-	-	1 0 0

4. For the inspection of Lights and Fog Signals.

	£	s.	d.
For each visit made to a ship on the application of the owner, and for each visit made where the lights or fittings are found defective	-	-	0 10 0

Provided that the aggregate amount of fees for

any such inspection shall not exceed 11, whatever be the number of separate visits.

Under the head 'Seaworthy' will be found the substance of the Act of 1875, passed as a temporary measure, pending the re-introduction in 1876 of the Government Merchant Shipping Bill.

SIAM. [BANGKOK.]

SIGNALS. [SHIPS.]

SILK. The value of the raw silk imported into the United Kingdom in 1874 was 5,911,831*l.* as against 6,445,218*l.* in 1873, while the value of that exported in 1874 was 2,962,796*l.*, as against 3,700,404*l.* in 1873. The value of the silk manufactures the produce of the United Kingdom exported in 1874 was 2,101,519*l.*, as against 1,878,600*l.* in 1873, and 1,587,808*l.* in 1860.

SILVER. [BULLION, COINS.]

SINGAPORE. The 33 & 34 Vict. c. 55, confirming an Order in Council of July 28, 1856, and 20 & 21 Vict. c. 75, vests jurisdiction in matters arising within the dominion of the Kings of Siam in the Supreme Court of the Straits Settlements.

The jurisdiction of the Criminal Courts of the Straits Settlements is extended to offences committed in any part of the Malayan Peninsula (37 & 38 Vict. c. 38).

The value of the exports of British and Irish Produce to the Straits Settlements in 1874 was 2,701,526*l.*, and of the total exports 2,808,014*l.* That of the imports thence into the United Kingdom was 2,604,854*l.*

SKINS. The value of the skins imported into the United Kingdom in 1874 was as follows:—

Skins, Sheep and Lamb Undressed . . .	894,784
" Tanned, Tawed or Dressed . . .	239,485
" Seal . . .	436,035
" Goat Undressed . . .	201,366
" " Tanned, Tawed or Dressed . . .	646,257
	2,437,897

as against 2,860,671*l.* in 1873, and 777,437*l.* in 1860. [HIDES.]

SLAVES AND SLAVE TRADE. The good feeling that formerly existed between Brazil and this country having been sensibly weakened by our mode of carrying out, under 8 & 9 Vict. c. 122, a convention between the two countries for the final abolition of the African Slave Trade, this Act has been repealed by the 32 Vict. c. 2, on the ground that the circumstances which led to the passing of the first-mentioned Act no longer exist, by reason of the cessation of the importation of slaves into Brazil from Africa. See ZANZIBAR for notice of jurisdiction in slave trade cases given by 32 & 33 Vict. c. 75 to the British consul there.

In consequence of treaties with the Seyid or Sultan of Zanzibar, the Imaum of Muscat, and the Sovereign of Madagascar (see TREATIES) for the more effectual suppression of the East African Slave Trade, the jurisdiction in such matters of the Vice-Admiralty Court at Aden and of the British Consuls in the above-mentioned dominions, is extended by the 36 & 37 Vict. c. 59, and applies to the following cases, viz:—

1. Where the vessel seized is a British vessel.
2. Where the vessel seized has been seized in pursuance of any existing East African Slave Trade treaty.
3. Where the vessel seized is not shown to the court to be entitled to claim the protection of the flag of any foreign state; and each of the East African courts shall have the same jurisdiction in regard to any person who has been seized either at sea or land as a slave, as if he had been detained on board a vessel seized and brought in for adjudication.

The Slave Trade Act of 1873 consolidates, with amendments, the Act for carrying into effect treaties for the more effectual suppression of the Slave Trade and for other purposes connected with that trade. It would appear from Mr. Consul Lennon Hunt's Report of December 19, 1874, that there were in 1873, 1,409,448 slaves registered in the Empire of Brazil. [TREATIES.]

The Admiralty instructions issued in 1875, (but since withdrawn) in treating the question how far officers in command of Her Majesty's ships are justified in receiving on board fugitive slaves who claim the protection of the British flag, laid down the broad rule 'that a fugitive slave should not be permanently received on board any description of ship under the British flag, unless his life would be endangered if he were not allowed to come on board.'

SMYRNA. The total value of the imports into this port in 1873 was 4,518,380*l.*, and the exports from the same 4,499,000*l.*; total, 9,017,380*l.*, showing an increase of trade over that of 1872 of 689,980*l.* The chief imports were cotton goods and other manufactures, rice, coffee, sugar, silk, iron, copper, and other metals; and her more important exports raisins, figs, opium, valonea, tobacco, sponges, carpets, wool, and grain.

Of the total number of vessels which entered the port in 1873, viz., 1313 of 640,173 tons, with crews numbering 31,591, 190 ships, of 123,080 tons, were British, and manned by crews numbering 4,011.

—Consul Cumberbatch's Report for 1873.

SOAP. The duty on a license to a maker of soap for sale was repealed in 1874 by 33 and 34 Vict. c. 32. The value of the 219,129 cwts. soap of British manufacture exported in 1874 was 277,723*l.*

SOUTHAMPTON. See, for account of this port, article Docks, sub-head *Southampton*, in Dictionary.

The population of Southampton in 1871 amounted to 54,057, showing an increase since 1861 of 7,097.

The value of her exports of the produce of the United Kingdom in 1874 was 9,396,967*l.*, while in the same year the following were the quantities of some of her chief imports, viz:—

Eggs . . .	Great hundred	2,391,231
Wool . . .	lbs.	22,168,440
Pepper . . .	"	2,9,011
Silk . . .	"	2,2,222
Coffee . . .	"	411,304

There entered at this port in 1874 from foreign countries, British possessions, and coastwise, 7,803 vessels, of 1,162,874 tons.

SOUTH SHIELDS. See article Docks in Dictionary and NEWCASTLE in this Supplement.

SPAIN. As intimated by Board of Trade notices of July 28 and August 25, 1869, the Spanish Government abolished their monopoly of salt after January 1, 1870. A new Spanish Customs tariff of import duties, &c. came into operation on August 1, 1869, and has since been altered in some respects; but as that country still (1875) remains in a state of civil war, we refrain from giving the particulars of a system that may be overturned at any moment. The total value of the British and Irish produce exported to Spain in 1875, exclusive of her dependencies, was 4,064,231*l.*; and that of our imports thence 8,641,639*l.* [ALICANTE, CUBA, MANILLA.]

SPIRITS. The following new Customs duty is granted by the Customs and Inland Revenue Act of 1870 in lieu of that previously levied:—

'Perfumed spirits and Cologne water being mixed with any article, so that the degree of strength cannot be ascertained by Sikes' hydrometer, the gallon, 16s. 6d.'

Tinctures and medicinal spirits may be warehoused upon drawback, by a licensed rectifier or compounder of spirits in any Customs or Excise warehouse, like British Liqueurs, under 18 sect. of Customs and Excise Warehousing Act of 1869. [EAU DE COLOGNE; METHYLATED SPIRIT; WAREHOUSING.]

Account of the quantities of Spirits charged with Excise duty in the United Kingdom in each year from 1869 to 1874, and of the quantities of foreign spirits imported and liable to Customs duty in the same period:—

Years	Quantities charged with Excise duty	Quantities imported and liable to Customs duty
	Gallons	Gallons
1869	22,519,817	11,457,758
1870	23,452,840	17,261,612
1871	25,114,301	14,717,086
1872	27,800,533	11,744,410
1873	29,700,452	15,097,227
1874	30,690,051	13,812,541

The total quantity of British spirits exported in 1874 as merchandise, and exclusive of ships' stores, &c., was 1,213,162 gallons, as against 1,685,558 in 1873, and 2,058,269 in 1860.

The total quantity of foreign and colonial spirits exported from the United Kingdom was 3,480,774 gallons, as against 3,225,081 in 1873, and 4,549,139 in 1860.

The total value of all sorts of spirits exported as merchandise in 1874 was 855,260*l*.

The amount of Excise duty on spirits in 1874 was 14,639,562*l*., as against 13,749,548*l*. in 1873; while the Customs duty on spirits in 1874 was 5,506,461*l*., against 5,290,960*l*. in 1873.

SPRUCE. [ALE AND BEER AND CUSTOMS.]

STAMPS. [CUSTOMS AND FUNDS.]

STANDARD. [COINS.]

STARCH, and GUM OF, TORRIFIED OR CALCINED. Customs duty on repealed, 1869.

STEARINE. [See TALLOW.]

STEEL. The value of the exports of steel, the produce of the United Kingdom in 1874, was as follows:—

Steel Unwrought	£ 1,205,719
Manufactures of Steel and of Steel and Iron combined	791,905
	1,995,624

as against 2,191,688*l*. in 1873. [See HARDWARE and CUTLERY AND IRON.]

STILL MAKERS. The duty on a license to a maker of stills in Scotland and Ireland was repealed by 33 & 34 Vict. c. 32.

STOCKHOLM. The trade of this port during 1874 shows, according to the report of Mr. Consul Segrave, a large increase on that of 1873. The excess of imports over exports (4,000,000*l*.), however, shows that though all the large towns of Sweden have water communication to their very doors, the capital is still the principal port of entry for the kingdom. Mr. Erskine, British Minister at Stockholm, in his despatch of March 6, 1875, accounts for the improved trade of Sweden, while describing the uniformly satisfactory results of the adoption of a more liberal tariff in that country. The Customs receipts of Stockholm in 1874 were 13,500,000 kroner, being about one-half more than they were in 1873, and more than a third of the whole Customs receipts of Sweden.

In 1874, 199 British vessels, of 61,145 tons, and having crews numbering 2,008, entered Stockholm, being the largest number that ever entered this port in a year, and showing an increase over 1873 of 82 vessels, 24,273 tons, and 859 hands. The

population of Stockholm in 1873 was 147,249, nearly 34 per cent. of the whole kingdom.

STOCKS. [DEBENTURE STOCKS AND FUNDS.]

The Companies Clauses Amendment Act of 1869 removes certain limitations on the interest to be paid on debenture stock, and gives facilities for borrowing money to meet debentures falling due, and for issuing shares or stock at discount. See also BANK OF ENGLAND, for facilities now given to holders of Government stock for receipt of their dividends.

STRAITS SETTLEMENTS. [SINGAPORE.]

SUCCADES. The duty on succades (including all fruits and vegetables preserved in sugar not otherwise enumerated) was reduced by 33 & 34 Vict. c. 32 to 4*s*. 8*d*. per cwt., and was abolished in 1874.

SUEZ CANAL. M. de Lesseps having brought his great work wellnigh to completion, the canal was formally opened on Wednesday, November 17, 1869, and fleets from the Mediterranean and the Gulf of Suez met and saluted on Lake Timsah. The length of the canal from Port Said, on the Mediterranean, to Suez is about 87 miles, the major part lying within the Menzaleh, Ballah, Timsah, and Bitter Lakes.

The surface or waterline width of the maritime canal is for the most part 328 feet, a reduced width of 196 feet having been adopted for cuttings where the channel traverses certain elevations. The depth of water is 26 feet.

As the canal has now (1875) been for some years in thorough working order and completely at the service of commerce, and has stood the test of use by practical seamen, it may now be pronounced a complete success. When it is recollected that the length of voyage from this country to Bombay via Suez is little more than 6,000 miles, while that by the Cape is nearly 10,900, the economy in navigation to be effected by an efficient canal, with moderate tolls, between Port Said and Suez, must be very great.

The passing tolls, as fixed for the present, seem to be moderate for passengers at ten shillings per head, and somewhat heavy on shipping at ten shillings per ton register. This charge is exclusive—1. Of pilotage, which varies with the ship's draught of water; 2. Of towage, which is two francs per ton, and is exclusive also of port charges if a vessel passing through chances to touch at any of the three ports, viz. Port Said, Ismailia, in Lake Timsah, or opposite the new embankment near Suez. The charge for berthing and anchoring at any of these after twenty-four hours' stay is five centimes per ton per day.

For a history and description of the canal, and of the operations requisite to complete it, we beg to refer to two articles by Captain Clerk in the numbers of the *Fortnightly Review* for January and February 1869; the 204th number of *Engineering*, November 26, 1869; and the Notice to Mariners in the *London Gazette*, December 17, 1869. The last, embodying the information received from Commander G. S. Nares, of H.M. surveying vessel *Newport*, which passed through at the opening of the canal, describes shortly the outer anchorage, approach to, lights, and harbour of Port Said; the current off the coast, and in the canal at the north end; the depth of water at various points (18 ft. being the minimum, and 29 the maximum); the lights at the entrance of Suez Lagoon; the Suez dock; the tidal influence at the Suez end of the canal; the effect of sand drifts, &c. Commander Nares states that a single ship could pass through in from 14 to 16 hours, but that it is impossible to carry a train of large ships through in one day.

The following is the Peninsular and Oriental Company's scale of passage-money from South-

ampton through the Suez Canal to the various ports undermentioned:—

From Southampton to	Aden	Bombay	Ceylon	Madras	Calcutta	Penang	Singapore	Hong Kong	Shanghai	Yokohama	King Geo.'s Sound	Adelaide and Melbourne	Sydney
Gentlemen or Ladies travelling singly, for one berth in a General Cabin	£ 48	68	68	68	68	83	83	93	103	103	85	88	92
Married Couples, occupying a Reserved Cabin	125	180	180	180	180	215	215	245	275	275	215	230	240
Children with the Parent—5 years and under 10	24	34	34	34	34	42	42	47	52	52	42	44	46
Children under 5 years (no berth provided)	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
Second-class Passengers and European Servants—In Fore Cabin	32	57	42	42	42	47	47	57	62	62	47	52	54
Children with the Parent—5 years and under 10	16	19	21	21	21	24	24	29	31	31	24	26	27
Children under 5 years (no berth provided)	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
Native Servants	17	20	22	22	22	25	25	30	32	32	—	—	—

Exclusive of Wines, Spirits, and Beer, which can be purchased on board the Steamers.
An allowance of 10 per cent. on the charge for the return voyage is made to Passengers who paid the full fare from Europe to India, China, and Australia (or vice versa), re-embarking within 6 months from the date of landing, and an abatement of 10 per cent. to those returning within 12 months. Such allowances to be claimed at the time of securing the return passage.
The Fares from the several ports abroad touched at by the Company's Steamers are payable in the currency of the place, and particulars of them can be obtained from the respective Agents.

[ALEXANDRIA.]

SUGAR. The total value of the sugar imported into the United Kingdom in 1874 was 20,191,471*l.*, as against 21,159,063*l.* in 1873, and 12,806,069*l.* in 1860. The value of the sugar exported in 1874 was 686,442*l.* Previous to the abolition in 1874 of the sugar duties, the following reductions were made subsequent to 1869:—

The Customs and Inland Revenue Act of 1870 fixed the following reduced scale of Customs duties:—On and after May 2, 1870:—

Sugar, viz.:—Candy, brown or white, refined sugar, or sugar rendered by any process equal in quality thereto, and manufactures of refined sugar s. d.
per cwt. 6 0

On and after April 13, 1870:—

Sugar not equal to refined:—	s. d.
First class	per cwt. 5 8
Second class	5 3
Third class	4 9
Fourth class, including cane juice	4 0
Molasses	1 9
Almonds, paste of	4 8
Cherries, dried	4 8
Comfits, dry	4 8
Confectionery, not otherwise enumerated	4 8
Ginger, preserved	4 8
Marmalade	4 8
Succades, including all fruits and vegetables preserved in sugar, not otherwise enumerated	4 8

And the said duties were paid on the weights ascertained at landing.

Duties of Excise on and after May 2, 1870:—

Candy, brown or white, refined sugar, or sugar rendered by any process equal in quality thereto, and manufactures of refined sugar s. d.
per cwt. 6 0

On and after April 13, 1870:—

Sugar not equal to refined:—	s. d.
First class	per cwt. 5 8
Second class	5 3
Third class	4 9
Fourth class	4 0
Molasses	1 9

Duty of Excise on sugar used in brewing, 7*s.* 6*d.* per cwt.

The regulations as to the use of sugar in brewing which are embodied in secs. 8, 9, and 10 of the same Act will be found under ALE and BEER.

A further reduction of the sugar duties was fixed by 36 Vict. c. 18., as follows:—

On and after May 28, 1873:—

Sugar, viz.:—Candy, brown or white, refined sugar or sugar rendered by any process equal in quality thereto, and manufactures of refined sugar s. d.
the cwt. 3 0

On and after May 8, 1873:—

Sugar not equal to refined:—	s. d.
First class	the cwt. 2 9
Second class	2 9
Third class	2 4
Fourth class (including cane juice)	2 4
Molasses	0 10
Almonds, paste of	2 4
Cherries, dried	2 4
Comfits, dry	2 4
Confectionery, not otherwise enumerated	2 4
Ginger, preserved	2 4
Marmalade	2 4
Fruits preserved in sugar	2 4

Succades, including all fruits and vegetables preserved in sugar not otherwise enumerated s. d.
2 4

And the said duties were paid on the weight ascertained at landing.

Duties of Excise on and after May 8, 1873:—

Candy, brown or white, refined sugar or sugar rendered by any process equal in quality thereto, and manufactures of refined sugar, the cwt. 3 0
Sugar equal to refined:—

First class	2 10
Second class	2 8
Third class	2 5
Fourth class	2 0
Molasses	0 10

Duty of Excise on sugar used in brewing 9*s.* 6*d.* per cwt.

And those in the Isle of Man, as fixed by Act of 1873, as follows:—

On and after May 28, 1873:—

Refined sugar, in lump or candy, and sugar rendered by any process equal to refined, foreign or British s. d.
the cwt. 3 0

On and after May 8, 1873:—

Sugar of any other sort or description, except Molasses s. d.
the cwt. 2 0
0 6

In 1874 the Customs duties on Sugar, Confectionery, Preserved fruits, &c., were abolished.

The Excise duty on Sugar used in brewing is fixed at 11*s.* 6*d.* per cwt. by Act of 1874, and is based on the calculation that 210 lbs. of sugar are equal to one quarter of malt. The quantities of home-made sugar charged with duty in 1874 were: from beet-root, 8,442 cwt.; from starch, 76,248 cwt.; total, 83,690 cwt.

For statement of the quantities of Sugar annually consumed in brewing, see ALE and BEER.

No little dissatisfaction has been expressed by the sugar refiners of this country at the policy of the French and Dutch Governments in granting bounties on the export of their refined sugar, which, being admitted free to the markets of this country, can be sold at lower rates than the refined sugars of our own manufacturers. It is to be hoped that ere long France and some of the lesser Powers who have adopted this vicious system will see its folly and renounce it. There were imported into the United Kingdom in 1873, 1,489,214 cwt. of refined sugar from France, valued at 2,513,501*l.*; and from Holland 629,183 cwt., valued at 1,060,485*l.*

SULINA. [GALATZ.]

SURVEY OF SHIPS. [SHIPS.]

SWEDEN. See Articles GOTTENBURG and STOCKHOLM, in Dictionary and this Supplement. The total value of the imports into the United Kingdom in 1874 from Sweden and Norway was 11,893,547*l.*, as against 10,686,777*l.* in 1873, and 4,354,305*l.* in 1860, and the total value of the exports from the United Kingdom to those

countries in 1874 was 7,057,222l., as against 6,972,999l. in 1873, and 1,571,386l. in 1860.

TALLOW. By Board of Trade notice of July 5, 1869, it would appear that the Government of Salvador has abolished the duty of 20 per cent. hitherto levied upon leaf and cake tallow.

The following statement will show the quantities and values of the Tallow and Stearine imported into the United Kingdom in the last 3 years:—

Years	Quantities	Value
	Cwts	£
1872	1,328,414	2,848,164
1873	1,527,581	3,152,113
1874	1,155,215	2,331,479

TAPIOCA. Customs duty on repealed, 1869.

TARIFFS. For alterations and reductions effected by the Customs and Inland Revenue Acts from 1870 downwards in the British Tariff, see **ALE, CORN, LICENSES, MALT, SPIRITS, SUGAR, &c.** The most important alterations recently (1875) effected on the Indian Tariff are the imposition of a new 5 per cent. *ad valorem* import duty on long stapled raw cotton, and a general reduction of all *ad valorem* import duties from 7½ to 5 per cent. But it would seem desirable to abolish altogether some of the more unproductive of these import duties, as well as some of the lesser export duties, such as that on lac and indigo, which are too trifling to be worth retaining.

We extract from the *Times* of August 4, 1870, the following portion of a statement given therein, showing by contrast the extent of certain modifications made at that period in the Tariff of the United States (the figures have been verified by the Tariff itself, published in the *London Gazette* of October 7, 1870):—

‘Congress at its late session passed a Tariff Bill, which changed the rates of duties on a large number of imported articles. The following list will show the present and the new rates of duty on the leading articles of European production, and also some other important articles in which changes were made by the Bill. The new rates took effect on January 1, 1871:—

Absinthe, per gallon.—Present duty, 2 dol. 50 c.; new duty, 2 dol. free.
Acid, nitric, not chemically pure.—Present duty, 10 per cent.
Acid, muriatic.—Present duty, 10 per cent.; free.
Aniline dyes and colours.—Present duty, 1 dol. per lb. and 35 per cent.; new duty, 50 c. per lb. and 35 per cent.
Antimony, ore of or crude sulphure of.—Present duty, 10 per cent.; free.
Arsenic.—Present duty, 20 per cent.; free.
Books which have been printed or manufactured more than 30 years.—Present duty, 25 per cent.; free.
Brandy and spirits, per gallon.—Present duty, 3 dol. to 4 dol. 20 c.; new duty, 2 dol.
Brimstone, crude.—Present duty, 6 dol. per ton; free.
Buttons and dress ornaments made of silk, or of which silk is the chief component material.—Present duty, buttons 40 per cent., ornaments 60 per cent.; new duty, 30 per cent.
Casia, per lb.—Present duty, 20 c.; new duty, 10 c.
Casia buds and ground casia, per lb.—Present duty, 25 c.; new duty, 20 c.
Chalk, unmanufactured, also cliff stone.—Present duty, 10 dol. per ton; free.
Champagne and sparkling wines in bottles (quarts).—Present duty, 6 dol. per dozen; new duty, 6 dol. per dozen. Ditto, pints.—Present duty, 3 dol. per dozen; new duty, 3 dol. per dozen. Ditto, half pints.—Present duty, 3 dol. per dozen; new duty, 1 dol. 50 c. per dozen.
Cinnamon, per lb.—Present duty, 30 c.; new duty, 20 c.
Cloves, per lb.—Present duty, 20 c.; new duty, 5 c.
Coal, anthracite.—Present duty, 40 c. per ton; free.
Cocoa, per lb.—Present duty, 5 c.; new duty, 2 c.
Chocolate, per lb.—Present duty, 7 c.; new duty, 7 c.
Coffee, per lb.—Present duty, 5 c.; new duty, 3 c.
Cordials, per gallon.—Present duty, 2 dol. 50 c.; new duty, 2 dol.
Cork, wood, and bark, unmanufactured.—Present duty, 30 per cent.; free.
Corsets, or manufactured corset cloths, valued at 6 dol. per dozen or less.—Present duty, 35 per cent.; new duty, 2 dol. per dozen. Ditto, valued over 6 dol. per dozen.—Present duty, 35 per cent.; new duty, 35 dol. per cent.
Cotton bagging of hemp, jute, flax, gunny bags, or cloth, or other material, valued at 7c. or less per square yard, per lb.—Present duty, 5 c.; new duty, 2 c. Ditto valued over 7 c. per square yard, per lb.—Present duty, 3 c.; new duty, 3 c.
On threads, warps, or warp yarn, not wound on spools, whether

TARIFFS

single or advanced beyond single, valued at not exceeding 40 c. per lb. Present duty, 4 c. per skin and 30 per cent.; new duty, 10 c. per lb. and 20 per cent. Ditto, valued between 40 c. and 60 c.—Present duty, 1 c. per skin and 50 per cent.; new duty, 20 c. per lb. and 20 per cent. Ditto, valued between 60 c. and 80 c.—Present duty, 4 c. per skin and 30 per cent.; new duty, 30 c. per lb. and 20 per cent. Ditto, valued over 80 c.—Present duty, 4 c. per skin and 30 per cent.; new duty, 40 c. per lb. and 20 per cent.
Currants, per lb.—Present duty, 5 c.; new duty, 2½ c.
Emery ore not pulverised.—Present duty, 6 dol. per ton; free.
Eyeballs.—Not mentioned; new duty, 6 c. per 1,000.
Fashion plates engraved on steel or wood.—Present duty, 45 per cent.; free.
Flaxseed or linseed, per bushel.—Present duty, 16 c.; new duty, 20 c.
Flax, unbacked, per ton.—Present duty, 15 dol.; new duty, 20 dol.
Ditto, backed, per ton.—Present duty, 45 dol.; new duty, 40 dol.
Ditto, tow, per ton.—Present duty, 5 dol.; new duty, 10 dol.
Flax straw.—Not mentioned; new duty, 5 dol. per ton.
Flint and ground flint stones.—Present duty, 10 per cent.; free.
Fur skins, not dressed.—Present duty, 10 per cent.; free.
German silver manufactures.—Present duty, 35 per cent.; new duty, 45 per cent.
Ginger root, per lb.—Present duty, 5 c.; new duty, 2 c. Ditto, ground, per lb.—Present duty, 8 c.; new duty, 5 c.
Grindstones, rough.—Present duty, 10 per cent.; new duty, 1 dol. 50 c. per ton. Ditto, finished.—Present duty, 20 per cent.; new duty, 2 dol. per ton.
Gums, Arabic, crude.—Present duty, 10 to 20 per cent. *ad val.*; free.
Gutta Percha, crude.—Present duty, 10 per cent.; free.
Hair-cloth, 18 inches wide or over.—Present duty, 30 per cent.; new duty, 40 c. per square yard. Ditto, less than 18 inches wide.—Present duty, 30 per cent.; new duty, 50 c. per square yard. All other hair cloths.—Present duty, 30 per cent.; new duty, 30 per cent.
Hair manufactures.—Present duty, 30 per cent.; new duty, 30 per cent.
Hair-pins.—Present duty, 35 per cent.; new duty, 50 per cent.
Hemp, manilla, and other substitutes for hemp, unmanufactured, per ton.—Present duty, 25 dol.; new duty, 25 dol.
Hemlock leaf.—Present duty, 20 per cent.; free.
Indiarubber, crude and milk of.—Present duty, 20 per cent.; free.
Iodine, crude.—Present duty, 50 c. per lb.; free.
Iron, pig, per ton.—Present duty, 9 dol.; new duty, 7 dol. Ditto, cast scrap, per ton.—Present duty, 8 dol.; new duty, 6 dol. Ditto, wrought scrap, per ton.—Present duty, 8 dol.; new duty, 8 dol.
Ivory, unmanufactured.—Present duty, 10 per cent.; free.
Jet, unmanufactured.—Present duty, 35 per cent.; *ad val.*; free.
Lemons, oranges, and pine apples.—Present duty, 25 per cent.; new duty, 20 per cent.
Limes.—Present duty, 25 per cent.; new duty, 10 per cent.
Mace, per lb.—Present duty, 40 c.; new duty, 25 c.
Nickel.—Present duty, 15 per cent.; new duty, 30 c. per lb. Ditto, alloy of.—Present duty, 15 per cent.; new duty, 30 c. per lb. Ditto, oxide.—Present duty, 15 per cent.; new duty, 20 c. per lb.
Nitrate of soda, or chile nitre.—Present duty, 50 c.; new duty, 25 c. per lb.
Nutmegs, per lb.—Present duty, 50 c.; new duty, 25 c. per lb.
Oils, sesame seed, cotton and cotton seed.—Not mentioned; new duty, 30 c. per gallon. Ditto, aniline.—Present duty, 50 per cent.; new duty, 20 c. per gallon. Ditto, linseed, per gallon.—Present duty, 25 c.; new duty, 30 c.
Opium, per lb.—Present duty, 2 dol. 50 c.; new duty, 1 dol. Ditto, prepared for smoking, and all preparations if not otherwise provided for.—Present duty, 100 per cent.; new duty, 6 dol. per lb.
Palm nuts and palm kernels.—Present duty, 2 c. per lb.; free.
Pepper, per lb.—Present duty, 15 c.; new duty, 5 c. Ditto, ground, per lb.—Present duty, 18 c.; new duty, 10 c.
Phosphates for fertilizers and all manures.—Present duty, 20 per cent.; free.
Prunes, per lb.—Present duty, 5 c.; new duty, 2½ c.
Resins, crude, not otherwise provided for.—Present duty, 20 per cent.; free.
Spices, all not otherwise provided for.—Present duty, 20 per cent.; new duty, 30 c. per lb. Ditto, when ground.—Present duty, 20 per cent.; new duty, 30 c. per lb.
Spirits.—Present duty, 100 per cent.; new duty, 2 dol. per gal.
Steel wire, commercially known as crinoline, or of bar steel wire.—Present duty, 45 per cent.; new duty, 9 c. per lb. and 10 per cent.
Steel railway bars.—Present duty, 45 per cent.; new duty, 1½ c. per lb. Railway bars, part steel.—Present duty, 45 per cent.; new duty, 1 c. per lb. Steel housework railway bars.—Present duty, 45 per cent.; new duty, 1½ c. per lb.
Sub-acetate of copper.—Present duty, 6 c. per lb.; free.
Sugar, raw, according to class, per lb.—Present duty, 3 c. to 4 c.; new duty, 1½ c. to 2½ c. Ditto, refined, loaf, lamp, crushed, powdered, and granulated, per lb.—Present duty, 5 c.; new duty, 4 c.
Sword blades.—Present duty, 45 per cent.; new duty, 35 per cent.
Swords.—Present duty, 35 per cent.; new duty, 45 per cent.
Tapioca.—Present duty, 20 per cent.; free.
Tea, per lb.—Present duty, 25 c.; new duty, 15 c.
Tea plants.—Present duty, 30 per cent.; free.
Tuners, round, unmanufactured, not otherwise provided for.—Present duty, 20 per cent.; free. Ditto, ship.—Present duty, 20 per cent.; free.
Ultramarine.—Present duty, 25 per cent.; new duty, 6 c. per lb.
Verdigis.—Present duty, 6 c. per lb.; free.
Watch cases, materials, movements, and parts of watches.—Present duty, 20 per cent.; new duty, 25 per cent.
Watch jewels.—Present duty, 45 per cent.; new duty, 10 per cent.
Watches.—Present duty, 25 per cent.; new duty, 25 per cent.
Wines, imported in casks, when valued not over 40 c. per gallon.—Present duty, 30 c. per gallon, and 25 per cent.; new duty, 25 c. per gallon. Ditto, valued over 40 c. and not over 1 dol. per gallon.—Present duty, 50 c. per gallon, and, in addition, 25 per cent.; new duty, 60 c. per gallon.
Wines imported in casks, valued over 1 dol. per gallon.—Present duty, 1 dol. per gallon, and, in addition, 25 per cent.; new duty, 1 dol. per gallon and 25 per cent.
Wines imported in bottles (not otherwise provided for) same rate as wines imported in casks.—Present duty, 1 dol. and 25 per cent.; new duty, 1 dol. and 25 per cent.
Wood, viz. vulgar and other woods for the manufacture of paper.—Present duty, 20 per cent. *ad val.*; free.

‘All these duties are payable in American gold. The above-given iron and steel duties are all the changes that the new Bill makes in these classes,

* ANKRA 1.—Hides, raw, large, green per 100 kilograms, 5f.; dried, 7f. 50f.; undressed, 10f.; small green, dried other than kid, 10f.; kid, 20f.; salted lamb and kid skins, having only one-half of the duties leviable upon dried skins of the same kind; undressed skins—rabbit, hare, badger, and others, 3 per cent. *a valore*, per 100 kilogrammes homestead, prepared or dressed, 35f.; rough human hair, washed, 60f.; mammamammam, 80f. for female, 90f. for male, &c., 65f. per 100 kilogrammes; bristles, 25f.; pig and boar skins, 50f.; feathers, cocks and vulture, if 50c. per kilogramme; other kinds, white, 10f.; black, 4f.; other colours, if 50c.; quills, raw, 10f.; dyed, 15f.; horn, 10f.; bone, 10f.; ivory, 10f.; tortoise shell, 10f. Wax.—Raw, brown, yellow, or white, 100f.; vegetable, 10f.; animal fats other than fish, tallow, lard, and skin dressing, 20f.; paraffine, raw, 30f.; refined, 50f.; eggs, poultry, or game fowls, 5f.; salt meat, 4f.; cheese, 15f.; other kinds, 18f.; butter, fresh and salt, 15f.; oil, 10f.; soap, 10f.; tallow, 10f.; milk, 10f.; milk curd, 10f.; tar, 10f.; and not mentioned in the present law—wool, silk, milkworm,

[illegible]

gory of hemp. Wools in mass, per 1100 kilogrammes.—In the grease, first category, 7f.; second category, 5f.; third category, 3f.; washed, first category, 14f.; second category, 10f.; third category, 6f.; warm-washed—first category, 17f.; second category, 12f.; third category, 7f. Temporary admission is accorded to wool which only enters France to be washed or combed. The proportion of waste resulting from washing or combing to be allowed upon its re-export, to be hereafter defined by the Government. Wool waste other than flock, 10f. per 100 kilogrammes; flock, 2f.; woollen rag cloth edgings, 5f.; goat skins are treated as wool; cowskins and other rough skins, 1f.

ARTICLE 2.—The duties levied upon raw materials will be allowed upon the exportation of the manufactured articles upon the undermentioned bases either by allowance of drawback or by the application of the system of temporary admission under Article 5 of the law of the 5th of July, 1856. Plain cotton thread, No. 40 and under, unbleached, 12f. 70c.; bleached, 15f. 25c.; dyed, 14f. 85c.; No. 40 exclusive to 80 inclusive, unbleached, 15f. 50c.; bleached, 16f. 20c.; dyed, 15f. 80c.; above No. 80 unbleached, 14f. 50c.; bleached, 16f. 20c.; dyed, 15f. 35c. per 100 kilogrammes. Cotton thread.—No. 40 and below unbleached, 14f. 50c.; bleached, 16f. 90c.; dyed, 16f. 35c.; No. 40 exclusive to 80 inclusive—unbleached, 14f. 85c.; bleached, 17f. 85c.; dyed, 17f. 50c.; above No. 80—unbleached, 15f. 40c.; bleached, 18f. 50c.; dyed, 17f. 90c. per 100 kilogrammes. Unbleached cotton fabrics, plain threads, velvets, quiltings, dimity figured, damasks, glazed, 12f. 90c.; fabrics of unbleached thread, weighing 7 kilogrammes and upwards, per 100 square metres, 13f. 90c.; weighing 3 to 7 kilogrammes, 14f. 60c.; weighing less than 3 kilogrammes, 15f. 10c.; fabrics of bleached cotton thread unfinished, weighing per 100 square metres 7 kilogrammes and upwards, 15f. 70c.; weighing from 3 to 7 kilogrammes, 17f. 40c.; weighing less than 3 kilogrammes, 18f. 10c.; fabrics in bleached cotton thread finished to any extent, weighing 7 kilogrammes and upwards, 15f. 90c.; weighing from 3 to 7 kilogrammes, 16f. 60c.; weighing less than 3 kilogrammes, 17f. 10c.; fabrics of plain thread, printed or dyed, in Adriatic red, weighing 7 kilogrammes and upwards, 20f. 75c.; from 3 to 7 kilogrammes, 21f. 60c.; less than 3 kilogrammes, 22f. 20c.; fabrics of plain thread, printed or dyed in any other colour, molekins weighing 23 kilogrammes and upwards, 17f. 90c.; weighing 17f. 90c.; other fabrics, weighing 7 kilogrammes and upwards, 19f. 35c.; weighing 3 to 7 kilogrammes, 20f. 15c.; less than 3 kilogrammes, 20f. 70c.; cotton in twisted thread, in either warp or weft singly, the duty upon the fabric according to its description increased by 54 centimes per 100 kilogrammes; both in warp and weft, the duty upon the fabric increased by 1f. 80c. per 100 kilogrammes; cotton fishing nets, the duty applicable to the threads of which they are formed; thread and fabric of cotton, mixed cotton predominating to the extent of less than 75 per cent., one half the drawback applicable to fine cotton thread or fabrics according to kind; ditto, cotton predominating to the extent of 75 per cent. and upwards, three-fourths of the drawback to fine cotton thread or fabrics according to kind; cotton, corded, 12f. 15c. per 100 kilogrammes. Are excluded from drawback:—1. Cotton waste of less value than two-thirds price of raw cotton; 2. Cotton yarn of less value than 1f. 50c. per kilogramme; 3. Cotton waste of less value than 5f. 50c. per kilogramme. Soap, containing of vegetable oils or fat more than 60 per cent., 11f. per 100 kilogrammes; ditto, more than 50 and less than 60 per cent., 10f.; more than 40 and less than 50, 7f.; more than 30 and less than 40, 5f.; candles, 22f.; raw stearic acid in candles or otherwise manufactured, 35f.; manufactured wax, 10f. Metals, beaten, sheets or worked copper, pure or alloyed, 7f. 75c.; bronze, 10f.; brass, 7f. Extract of dye woods—Red, yellow, and Persian seeds, 20f.; black and violet, 14f.; bichromate of potassium, 5f.; aniline, 1f. 50c. Worked human hair, 12f. 50c. Sponges, cleaned, 150f.

ARTICLE 3.—There shall be levied upon the importation of manufactured products as compensation for the taxes imposed upon raw materials, the undermentioned supplementary duties:—Cotton yarn and fabrics, pure cotton, fishing nets, cotton carded, supplementary duties equal to the drawbacks allowed by Article 2 above mentioned. Thread, linen, and hemp, plain unbleached, 3f. 95c. per 100 kilogrammes; washed or dyed, 4f. 55c.; completely bleached, 5f. 15c.; twist, unbleached, 4f. 10c.; washed or dyed, 4f. 75c.; hemp or flax, completely bleached, 5f. 45c.; jute yarn of all kinds, 1f. 40c.; fabrics of hemp or flax, unbleached, 4f. 15c.; washed or dyed, 4f. 75c.; bleached or printed, 1f. 50c.; fabrics of all kinds, 4f.; fishing nets, 3f. 40c.; twine and string, 3f.; cordage untarred or tarred, 2f. 50c.; fabrics of other filamentary vegetable products, the same scale as linen and hemp; silk fabrics, yarn and sewing silk, dyed and otherwise, 2f. per kilogramme; ribbons, silk velvet and other, will pay, in addition to the present duties, 2f. per kilogramme; wool, dressed, 2 per cent. *ad valorem*; woollen yarn and fabrics, 2 per cent.; yarn of goat's and camel's hair, same as woollen yarn; fabrics of goat's hair or camel's hair, and cashmere shawls, the same as at present; other kinds, as woollen fabrics; mixed yarns, the rate payable by the dominating matter in respect of weight in the mixture; mixed fabrics of all kinds, the material predominating in weight forming 75 per cent. of the mixture, the rate payable by the principal material; ditto, less than 75 per cent. and more than 50 per cent., three-fifths of the supplementary duty payable upon the principal material in the mixture, and two-fifths of the duty payable by fabrics composed of the other materials in the mixture; fabrics of cowskins and other rough skins, 2f. per 100 kilogrammes; soaps of all kinds, 11f.; candles, 22f.; raw stearic acid in candles, or otherwise manufactured, 35f.; manufactured wax, 100f.; manufactured caoutchouc, 50f. Copper, beaten, laminated, or manufactured.—Bronze, 10f.; copper pure, 7f. 50c.; copper alloyed with zinc, 7f. Other Metals.—Lead, 2f. 20c.; alloyed with antimony, 4f. 60c.; tin, 16f. 50c.; alloyed with antimony, 13f. 75c.; zinc, 2f. 50c.; nickel, pure or alloyed, 50f. Dressed skins, 9f.; calf, waxed, 13f.; varnished, dyed, 26f. Leather Manufactures.—Gloves, 130f.; others, the scale applicable to the skins of which they are formed. Ships and Vessels.—Sheathed and fastened with copper, 7f. per ton measurement sheathed with zinc, 5f.; unsheathed, 5f.; from ships and vessels, 5f. Feathers.—Fens, prepared for writing, 10 per cent. *ad valorem*; for filling beds, 20 per cent. Felt, 3 per cent.; horsehair, manufactured, 10 per cent.; cork, manufactured, 7f. 50c. per 100 kilogrammes; whalebone, cut and prepared, 10 per cent. *ad valorem*; horns, prepared, 6 per cent. manufactured, 2 per cent.; acetate of copper, 3f. per 100 kilogrammes; sulphate of copper, 2f. 25c.; tin salts, 5f.; sulphate of zinc, 7f. 50c.; chromates and sub-chromates with zinc, 1f. 50c.

ARTICLE 4.—Old papers will be assimilated to rags, and subjected like them to an export duty of 6f. per 100 kilogrammes. Will be admitted to drawbacks, or to exemption from the conditions of temporary admission, only in quantities requiring a charge and allowance of 50f. at least for each exporter, and for articles manufactured with raw materials which have paid the present duties.

Any inaccurate declaration, whether of nature, weight, kind, or category, of the articles for which a claim of drawback or exonera-

tion on account of temporary admission, is made, will subject the party to a fine equal to four times the amount of which the Treasury might be deprived.

ARTICLE 5.—Decrees may be issued to authorize the warehousing of goods at present exempt from duty, which will be effected by the present law.

ARTICLE 6.—Chocolate and ground cocoa of foreign origin imported into Algeria will pay the home duties. Chocolate and ground cocoa imported into France from Algeria will be liable to the undermentioned duties:—Chocolate, 89f. 25c. per 100 kilogrammes; ground cocoa, 116f. 66c. per 100 kilogrammes.

ARTICLE 7.—Orders from the President of the Republic will determine for each of the articles specified in the present law the dates of application. No duty can be levied upon raw material used in manufactures until the equivalent compensating duties have been put in force against foreign products manufactured with similar materials.

The orders of the President of the Republic, will, at the same time, set forth the articles in respect of which verification or inventory shall be made, in order to bring them under the new duties.

ARTICLE 8.—Shall be liable to a surtax of 1f. per 100 kilogrammes when not imported direct from the places of origin, the undermentioned articles:—Metals of all kinds other than gold and silver, grain and flour, except rice—the present surtax upon which is maintained—dried vegetables, hemp and flax, ordinary woods.

ARTICLE 9.—The provisions of Article 12 of the law of Feb. 9, 1852, are maintained. Article 15 of the law of May 16, 1863, is revoked.

TEA. The duty on licenses for trading in or selling tea, coffee, cocoa nuts, chocolate, or pepper, was abolished from July 5, 1869, by 32 & 33 Vict.

The quantity and value of the Tea imported into the United Kingdom and the amount of Customs duties levied on the quantities of the articles entered for home consumption in each year since 1869 are as follows:—

Years	Quantities	Values	Duty
	Lbs.	£	£
1869	159,223,298	10,311,465	2,707,219
1870	141,020,767	10,097,619	12,940,613
1871	169,598,303	11,655,644	3,088,278
1872	184,927,148	12,923,145	3,324,894
1873	163,765,269	11,374,595	3,194,606
1874	162,782,810	11,532,896	3,435,586

The quantity and value of the tea exported from the United Kingdom in each of the same years was as follows:—

Years	Lbs.	£
1869	35,899,414	2,507,144
1870	30,354,376	2,181,731
1871	49,011,102	5,118,247
1872	39,337,297	3,325,153
1873	33,801,588	2,625,663
1874	31,358,495	2,580,378

[CHINA.]

TELEGRAPHS. The Telegraph Act of 1868 has been amended by the 32 & 33 Vict. c. 73, which, after defining a *telegraph* as 'any apparatus for transmitting messages or other communications by means of electric signals,' and a *telegram* as 'any message or other communication transmitted or intended for transmission by a telegraph,' gives the Postmaster-General the exclusive privilege, with certain exceptions, of sending messages; with power to purchase undertakings of telegraph companies within the United Kingdom; to transmit and make arrangements for foreign messages, and to raise 7,000,000*l.* on terminable annuities. Annual accounts, and copies of all regulations, in relation to the Government Telegraphic system, are to be laid before Parliament, and messages are to be deemed post letters in the meaning of the Act 1 Vict. c. 36. [RAILWAYS.]

The Telegraph Acts of 1868 and 1869 are extended by 33 & 34 Vict. c. 88 to the Channel Islands and the Isle of Man, and the purchase of telegraph undertakings connected with them is sanctioned by the said Act.

The postal telegraph department have issued the following instructions and regulations for the guidance of its own officers and the public:—

1. Instructions for the use of those learning the Morse alphabet, or a series of signs or signals by which communications are made along the telegraph wires.

2. Instructions to persons engaged in receiving telegrams from the public, or in despatching or receiving those telegrams by wire, or in delivering them, or in bringing to account the charges for their transmission and delivery.

3. Regulations with respect to the tariff for and transmission of inland messages:—

From one part of the United Kingdom to another (except Scilly, Orkney, and Shetland) the charge is 1s. for the first 20 words, and 3d. for each additional group of not more than 5 words; but no charge is made in the case of such messages for the transmission of the names and addresses of the sender and receiver of the message. The charges are as far as possible to be paid by affixing stamps to the form of message. But for further particulars we must refer to the printed instructions, which are voluminous.

4. Instructions for the treatment of Continental, Indian, or American messages, and statement of the tariff or charges for the same.

In the case of messages to the Continent of Europe the addresses of the sender and receiver must be counted in the minimum number of words (20) which constitutes a single rated message, and while the charge for the minimum number of words varies, half the minimum charge for a single message is charged for every additional 10 words. Thus, while the cost of a single message to Denmark is 5s., and to Portugal 8s., the entire charge for every additional 10 words is in the former case 2s. 6d. and in the latter 4s. Subjoined is a specimen tariff of charges (chiefly applicable to the Continent of Europe) for a single message of 20 words, including names and addresses with half rates for every additional 10 words:—

Country or Locality	From London	From the Country
	£ s. d.	£ s. d.
Austria and Hungary	0 5 10	0 7 0
Algeria and Tunisia	0 5 10	0 7 0
Alexandria (via Malta)	1 10 0	1 11 0
Alexandria and Suez (via Turkey)	1 5 10	1 6 10
Baden	0 6 0	0 7 0
Bavaria	0 6 0	0 7 0
Belgium	0 2 6	0 4 2
Bengali	1 10 0	1 11 0
Corfu	0 10 10	0 11 10
Cairo and Suez (via Malta)	1 14 0	1 15 0
Cairo (via Turkey)	1 5 10	1 6 10
Stations on Suez Canal (via Malta)	1 16 10	1 17 10
Stations on Suez Canal (via Turkey)	1 8 10	1 9 10
Corica	0 4 2	0 5 10
Denmark	0 5 0	0 5 0
France	0 3 4	0 5 0
Greece (via Turkey)	0 9 0	0 10 0
Greece (via Corfu)	0 13 4	0 14 4
Greek Islands:		
Ithaca (via Volo)	0 11 4	0 12 4
Ithaca (via Corfu)	0 14 8	0 15 8
Cephalonia (via Volo)	0 11 4	0 12 4
Cephalonia (via Corfu)	0 14 8	0 15 8
Zante (via Volo)	0 11 4	0 12 4
Zante (via Corfu)	0 14 8	0 15 8
Holland	0 5 9	0 4 9
Italy	0 7 6	0 8 6
Luxemburg	0 6 0	0 7 0
Malta	0 10 0	0 11 0
North Germany	0 6 0	0 7 0
Norway	0 5 0	0 5 0
Portugal	0 8 0	0 9 0
Roumania Principalities	0 7 6	0 8 6
Russia (in Europe)	0 10 0	0 11 0
Russia (Caucasus)	0 12 6	0 13 6
Russia (West of Tomsk, Siberia)	0 16 8	0 17 8
Russia (East of Tomsk, Siberia)	1 3 4	1 4 8
Servia Principality	0 6 6	0 7 6
Spain	0 7 0	0 8 0
Sweden	0 7 0	0 7 0
Switzerland	0 5 10	0 6 10
Tripoli	1 2 6	1 3 6
Turkey in Europe	0 9 0	0 10 0
Turkey in Asia Seaports	0 12 6	0 13 6
Wurtemberg and Hohenzollern	0 6 0	0 7 0

The charges for messages to telegraph stations in India are as follows:—

To telegraph stations in India, west of Chittagong, the charge is, from London—20 words, 4l.; from the provinces—20 words, 4l. 1s. *The addresses must be charged for.*

To telegraph stations east of Chittagong and

Ceylon the charge is from London—20 words, 4l. 4s.; from the provinces—20 words, 4l. 5s. *The addresses must be charged for.*

The charge to Bushire is—20 words, from London, 1l. 4s. 6d.; from the provinces, 1l. 5s. 6d. Half that rate must be added for every subsequent 10 or fraction of 10 words.

The rates charged by the Anglo-American Telegraph Company (Limited) are 4s. 9d. to 5s. 3d. per word.

And those of the Société du Cable Transatlantique Française are much the same.

The Acts 34 & 35 Vict. c. 75, and 36 & 37 Vict. c. 83, authorize the raising of an additional 2½ millions for the purposes of the Telegraph Acts.

Account of the Number of Telegraphic Messages (exclusive of Press, Service, and News Messages) forwarded from Postal Telegraph Stations, from February 5 to December 31, 1870, and in each of the Years from 1871 to 1874:—

Years	England and Wales	Scotland	Ireland	United Kingdom
*1870	7,117,666	955,116	535,950	8,608,732
1871	9,654,594	1,503,596	800,528	11,958,718
1872	12,064,725	1,677,305	1,118,092	14,859,020
1873	14,070,993	1,942,610	1,280,731	17,294,334
1874	15,612,409	2,141,030	1,363,195	19,116,634

* From 5th February, the date at which the Telegraphs were transferred to the State, to 31st December.

The declared value of the Telegraphic Wire, the produce of the United Kingdom, exported in the five years ending with 1874, was as follows:—

1870	-	-	-	£ 2,522,593
1871	-	-	-	1,525,638
1872	-	-	-	405,518
1873	-	-	-	2,550,925
1874	-	-	-	2,112,401

TENDER. [LEGAL TENDER.]

TIMBER. Our chief supplies continue to be derived from British North America, Sweden and Norway, and Russia.

The total value of the Wood and Timber imported into the United Kingdom in 1874 was 21,968,188l., as against 18,761,992l. in 1873, and 11,197,979l. in 1860.

Estimated Quantities of Wood imported into the United Kingdom in 1869 and 1874—from Messrs. Churchill & Sim's Circular of January 4, 1875.

	1869 Loads	1874 Loads
Colonial Sawm Wood (Deals, Battens, &c.)	753,186	1,076,188
Colonial Hewn Wood (Timber and Hardwoods)	443,063	476,375
Foreign Sawm Wood (Deals, Battens, Boards &c.)	1,576,776	2,729,059
Foreign Hewn Wood (Timber and Hardwoods)	831,870	1,971,019
Colonial and Foreign Staves	60,450	124,341
Total	3,665,345	6,376,982

TIN. There were imported into the United Kingdom in 1874:—Tin, in blocks, ingots, bars, or slabs, and regulus, of the value of 904,769l., as against 1,044,299l., in 1873, and 387,807l., in 1860, and in 1874, there were exported (besides 47,639 cwt. foreign tin valued at 236,280l.), 154,618 cwt. of unwrought tin, the produce of the United Kingdom valued at 810,652l.

TONNAGE DUES. See PORTUGAL and also SHIPS for table of maximum fees to be paid for measurement of tonnage, &c.

TRADE.—Statement of the Real Value of the Total Annual Imports into and Exports from the United Kingdom (exclusive of Bullion) from 1855 to 1874, with Proportion thereof per Head of Total Population.

YEARS	IMPORTS			EXPORTS				TOTAL OF IMPORTS AND EXPORTS	
	Total Value	Proportion per Head of Population of United Kingdom		British Produce		Foreign and Colonial Produce	Total Value of British and Foreign and Colonial Produce	Total Value	Proportion per Head of Population of United Kingdom
				Total Value	per Head of Population of United Kingdom				
	£	s. d.		£	s. d.	£	£	£	s. d.
1855	145,542,850	5 3 2		95,688,085	5 8 10	21,005,215	116,691,300	260,234,150	9 7 0
1856	172,544,154	6 3 2		115,826,948	4 2 10	25,395,405	139,220,253	311,764,207	11 2 7
1857	187,844,441	6 13 5		122,066,107	4 6 7	24,108,194	146,174,301	334,018,742	11 17 0
1858	164,583,832	5 16 0		116,608,756	4 2 5	23,174,923	139,782,779	304,366,611	10 14 5
1859	179,182,355	6 5 5		150,411,529	4 11 2	25,281,446	155,692,975	334,875,330	11 14 2
1860	210,330,873	7 7 0		135,891,227	4 14 7	28,580,124	164,471,351	375,082,224	15 0 7
1861	217,485,981	7 10 2		125,102,814	4 6 5	34,599,684	159,632,498	377,117,522	13 0 5
1862	225,716,976	7 14 7		125,992,264	4 5 7	42,175,870	166,168,134	391,885,110	13 8 5
1863	248,919,020	8 9 5		146,672,542	5 0 0	50,300,667	196,972,409	445,821,429	15 3 5
1864	274,928,172	9 5 7		160,449,035	5 8 4	52,170,561	212,619,514	487,571,786	16 9 0
1865	271,072,285	9 1 7		165,835,725	5 11 1	52,995,851	218,831,576	489,905,861	16 8 2
1866	295,290,274	9 16 4		188,917,536	6 5 7	49,988,146	238,905,682	531,195,936	17 15 2
1867	275,183,137	9 1 5		180,961,923	5 19 4	41,810,696	222,802,229	500,985,566	16 1 3
1868	294,693,608	9 12 0		176,677,812	5 17 4	48,100,642	227,778,454	524,476,969	17 1 5
1869	295,460,214	9 11 2		189,957,957	6 2 7	47,061,095	237,015,052	532,475,966	17 4 6
1870	305,257,493	9 14 4		199,586,322	6 7 11	44,493,755	244,080,577	547,338,070	17 10 10
1871	331,015,480	10 10 1		223,066,162	7 1 7	60,508,538	283,574,700	614,590,180	19 10 1
1872	354,693,624	11 2 6		236,457,517	8 1 9	58,331,487	314,588,834	669,288,438	21 0 6
1873	371,987,372	11 11 2		255,164,605	7 18 10	55,840,162	311,004,765	682,992,137	21 0 9
1874	370,082,701	11 8 3		239,558,121	7 7 9	58,092,513	297,650,634	667,735,165	20 11 10

TRADE MARKS. The following is the substance of an Act passed in 1875 (38 & 39 Vict. c. 91) for establishing a Register of Trade Marks at the Patent Office:—

‘A trade mark consists of one or more of the following essential particulars; that is to say—

A name of an individual or firm printed, impressed, or woven in some particular and distinctive manner: or

A written signature or copy of a written signature of an individual or firm; or

A distinctive device, mark, heading, label, or ticket;

And there may be added to any one or more of the said particulars any letters, words, or figures, or combination of letters, words, or figures; also

‘Any special and distinctive word or words or combination of figures or letters used as a trade mark before the passing of the Act, may be registered as such.’

1. A register of trade marks, and of the proprietors thereof, shall be established under the Commissioners of Patents, and after July 1, 1876, a person shall not be entitled to institute any proceeding to prevent the infringement of any trade mark as defined by this Act until such trade mark is registered.

2. A trade mark must be registered as belonging to particular goods, or classes of goods; and when registered shall be assigned and transmitted only in connexion with the goodwill of the business concerned in such particular goods or classes of goods, and shall be determinable with such goodwill.

3. The registration of a person as first proprietor of a trade mark shall be *prima facie* evidence of his right to its exclusive use, and shall, after the expiration of five years from the date of such registration, be conclusive evidence of his right to its exclusive use, subject to its connexion with the goodwill of a business.

4. Every proprietor registered in respect to a trade mark subsequently to the first registered proprietor shall, as respects his title, stand in the same position as if his title were a continuation of that of the first registered proprietor.

5. If the name of any person who is not for the time being entitled to the exclusive use of a trade mark is entered on the register as proprietor,

or if the registrar refuses to enter on the register as proprietor of a trade mark the name of any person who is for the time being entitled to its exclusive use, or if any mark is registered which is not authorised to be so registered, any person aggrieved may apply for an order of the court that the register may be rectified.

Where each of several persons claim to be registered as proprietor of the same trade mark, the registrar may refuse to comply with the claims of any of such persons until their rights have been determined by the court, and the registrar may himself submit or require the claimants to submit their rights to the court.

The court may direct an issue to be tried for the decision of any question of fact which may require to be decided for the purposes of this section.

6. The registrar shall not, without the special leave of the court, register in respect of the same goods or classes of goods a trade mark identical with or so nearly resembling a trade mark already on the register with respect to such goods or classes of goods as to be calculated to deceive.

7. The Lord Chancellor may from time to time, with the assent of the Treasury as to fees, make, and, when made, alter, annul, or vary, such general rules as to the registry of trade marks, and as to advertisements before the registration of trade marks, and as to classification of goods, and as to the registration of first and subsequent proprietors of trade marks, and as to the fees to be charged for registration, &c.

Special provision is made as to the Cutlers' Company and Sheffield corporate marks.

By declaration of April 14, 1875, the stipulations in Article VI. of the Commercial Treaty between Great Britain and the Zollverein of May 30, 1865, for the protection of trade marks is extended to the whole German Empire.

TRADERS. See, for definition of a trader, the article BANKRUPTCY in this Supplement.

TRAMWAYS. An act of 1871 sanctions the use of locomotive engines on tramways in Ireland under certain regulations, the most important being that the maximum speed is to be six miles an hour, and through any city, town, or village at no greater speed than three miles an hour, under the penalty of 10*l.* for each offence. [RAILWAY, TRAM, OR WAGON ROAD.]

TRANSIT.

Statement of the total value of Foreign and Colonial Merchandise transhipped at ports in the United Kingdom in each of the years from 1869 to 1874, the same not being included in the value of our imports or exports:—

1869 -	-	8,115,003	1872 -	-	13,996,760
1870 -	-	10,910,601	1873 -	-	13,764,400
1871 -	-	11,358,234	1874 -	-	11,421,241

TREATIES. In the article "TREATIES" in the Dictionary, under the sub-head *Japan*, it should have been stated that a summary of our treaty with the Emperor of Japan of August 26, 1858, would be found embodied in the article on NAGASAKI.

The following treaties of Commerce, &c., have been entered into since the date of the last edition of the Commercial Dictionary, viz.:—

TREATY concluded at Aden with Sultan Boo Beker of the Lower Bolakees, by which he agrees to protect vessels wrecked on his coasts.

The reason of writing this is as follows:—

WHEREAS, on the 14th day of October, A.D. 1855, answering to the 2nd day of Safar, A.H. 1272, a treaty was entered into between Sultan Munassar bin Abdoolah-bin-Mehdee the Bulakee, and Sultan Boo Beker bin Abdoolah-bin-Mehdee, on the one part, and Brigadier William Marcus Coghlan, Political Resident at Aden, on behalf of the British Government, on the other part, for the suppression of the traffic in slaves from Africa; and whereas it is expedient that the friendship which is now existing between these parties should be still further augmented, therefore we, whose signatures and seals are hereunto annexed, both ratify the covenant entered into as aforesaid, and further do agree to the conditions hereafter specified, that is to say:—

Art. I. That there shall be perpetual friendship and peace between us and the British Government and allies thereof.

Art. II. It is incumbent upon us to keep the roads within our territories, and the sea-shore thereof, secure and peaceful.

Art. III. If any ship belonging to the British Government, or to the subjects thereof, or to the Government of any other State, or to the subjects thereof, shall be wrecked upon our shores, it is incumbent upon us to protect the same, and to render all the assistance in our power to the crews and passengers, and to treat them well.

Art. IV. It is incumbent upon us to conduct the crews and passengers as aforesaid to Aden in safety, as well as all the property which may belong to them, and it shall be at the discretion of the British Government to recompense us for our trouble as they may deem fit.

Art. V. If any seamen belonging to a vessel anchored in the harbour of Aden, or in its vicinity, or if any soldier belonging to the garrison of Aden, shall desert and take refuge in our territories, it shall be incumbent upon us to convey him in safety to Aden, and to deliver him up to be dealt with as the authorities may deem fit.

Art. VI. This engagement is binding on me, my successors, and descendants, and on all my tribe, and is fully made and entered into on their behalf with the British Government.

Written at Aden this 30th day of May, A.D. 1871, answering to the 11th day of Rabi-ul-Awal, A.H. 1288.

(Signed) C. W. TREMENHEERE,
Resident at Aden.

Seal of Sultan,
(L.S.) ABOO BEKER-BIN-ABDULLAH-BIN
MEHDEE, the Bulakee.

A TREATY OF COMMERCE AND NAVIGATION, signed on November 5, 1872, by the Plenipotentiaries of Great Britain and France.

N.B. *This treaty has been denounced and is now (1875) inoperative, but those of June 23, 1860, and July 23, 1873, remain in force.*

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and His Excellency the President of the French Republic, being equally animated with the desire to draw closer the ties of friendship which unite their countries, and being desirous of placing on a permanent and satisfactory footing the commercial relations between the two States, have determined to conclude a Treaty of Commerce and Navigation, which shall be substituted for the Treaty and Conventions of January 23 and October 12 and November 16, 1860, and they have accordingly appointed as their respective Plenipotentiaries for that purpose; that is to say:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable Granville George Earl Granville, Lord Leveson, a Peer of the United Kingdom, Knight of the Most Noble Order of the Garter, a Member of Her Majesty's Privy Council, Lord Warden of the Cinque Ports and Constable of Dover Castle, Chancellor of the University of London, Her Majesty's Principal Secretary of State for Foreign Affairs;

And His Excellency the President of the French Republic, M. Charles Gavard, Chargé d'Affaires of France at London, Officer of the National Order of the Legion of Honour, &c., &c., and M. Ozenne, Councillor of State, Secretary-General in the Department of Agriculture and Commerce, Commander of the National Order of the Legion of Honour, &c., &c., &c.;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon the following Articles:—

Art. I. The subjects of Her Britannic Majesty who dwell either temporarily or permanently in France and in French possessions, and the subjects of France who dwell either temporarily or permanently in the dominions or possessions of Her Britannic Majesty, shall enjoy therein, in respect to their residence in the territories of the other State and the exercise of commerce and trades, the same rights as, and be subjected to no higher or other taxes than, native subjects or the subjects of any third country the most favoured in those respects.

Art. II. The President of the French Republic having represented to Her Majesty the Queen of the United Kingdom of Great Britain and Ireland that the financial necessities of France imperatively require the imposition of new taxes in that country and the modification for that purpose of the stipulations in regard to tariffs of the Treaty of January 23, 1860, and of the Supplementary Conventions of October 12 and November 16 of the same year, Her Majesty in a spirit of friendship towards France, consents to such modification subject to the conditions specified either in this or in other Articles of the present Treaty.

The High Contracting Parties guarantee to each other the treatment of the most favoured nation; that is to say, from December 1, 1872, no duties shall be imposed either in France or in Algeria on goods the produce or manufacture of the United Kingdom or of British possessions higher than the duties imposed on the like goods the produce or manufacture of any other foreign country, whether within or beyond Europe; and no duties shall be imposed in the United King-

dom on goods the produce or manufacture of France or French possessions higher than the duties imposed on the like goods the produce or manufacture of any other foreign country, whether within or beyond Europe; and any favour, immunity, privilege, or reduction of duty whatsoever (other than those in regard to which a special exception is hereinafter made) in matters relating to the commerce of the United Kingdom or of France and Algeria respectively, which has been or may be conceded by either party to any third Power whatsoever, whether within or beyond Europe, shall be extended immediately and unconditionally, to the other contracting party.

It is agreed, however, that, from December 1 next, if the ratifications of the present Treaty and the Protocol annexed thereto shall have been exchanged before that date, and if not, from the date of such ratifications being exchanged, the duties specified in Annex I. may be levied until December 31, 1876, on goods the produce or manufacture of the United Kingdom, or of British possessions imported into France or Algeria.

It is also agreed between the High Contracting Powers—

1st. That, as long as the Treaties concluded by France with other Powers shall not be modified, these duties shall, during the above mentioned period, be the maximum duties which may be levied on goods the produce or manufacture of the United Kingdom or of British possessions on their importation into France or Algeria.

2nd. That the difference, as against such goods, of the duties therein specified shall not be increased relatively to the duties on the like goods now levied under Treaties existing between France and any third Power.

3rd. That, except as specially provided in the third paragraph of this Article, the Tariffs annexed to the Treaty and Conventions of 1860 above mentioned shall remain in force until March 15, 1873.

4th. That any reduction of duties which has been or may hereafter be granted by France to any third Power, whether within or beyond Europe, shall be immediately and unconditionally extended to Great Britain; and, reciprocally, that any reduction of duties which has been or may hereafter be granted by Great Britain to any third Power, whether within or beyond Europe, shall be immediately and unconditionally extended to France; and that no increase shall be made by Great Britain in the duties imposed by the Tariff now in force in the United Kingdom, of which a copy forms Annex II. to the present Treaty, upon goods the produce or manufacture of France or of any French Possession which shall not equally be made with respect to goods of the same nature the produce or manufacture of any other country.

5th. That hereafter British ships and their cargoes shall, in France and Algeria, and French ships and their cargoes shall, in the United Kingdom of Great Britain and Ireland, from whatever place arriving, and whatever may be the places of origin or destination of their cargoes, be treated in every respect as national ships and their cargoes.

The coasting trade, however, is excepted from the preceding stipulation, and remains subject to the respective laws of the two countries.

ART. III. The transit of goods to and from the United Kingdom shall be free from all transit duties in France and Algeria, and the transit of goods to and from France and Algeria shall be free from all transit duties in the United Kingdom.

ART. IV. No prohibition of importation or exportation shall be established by either of the High Contracting Powers against the other,

which shall not at the same time be applicable to all other foreign nations whatsoever: except, however, temporary prohibitions or restrictions which either Government may think it necessary to impose in regard to contraband of war or for sanitary purposes.

ART. V. If one of the High Contracting Powers shall impose an excise tax or inland duty upon any article of home production or manufacture, an equivalent compensatory duty may be imposed on articles of the same description on their importation from the territories of the other Power, provided that the said equivalent duty is levied on the like articles on their importation from all other foreign countries.

But no compensatory duty shall be leviable in respect of a Customs duty on raw materials or other produce or goods imported from abroad.

In the event of the reduction or abolition of any such excise tax or inland duty, a reduction corresponding in amount shall at the same time be made in the equivalent compensatory import duty on manufactures.

ART. VI. Duties *ad valorem* payable in France or Algeria shall be calculated on the value at the place of production or fabrication of the article imported, with the addition of the cost of transport, insurance, and commission necessary for the importation into France or Algeria as far as the port of discharge.

For the levying of these duties, the importer shall make a written declaration at the Custom-house, stating the value and description of the goods. If the Custom-house authorities shall be of opinion that the declared value is insufficient, they shall be at liberty to take the goods on paying to the importer the price declared with an addition of five per cent.

This payment, together with the restitution of any duty which may have been levied upon such goods, shall be made within the fifteen days next following the declaration.

ART. VII. The French Government shall have the power to designate certain Custom-houses exclusively for the admission of goods taxed *ad valorem*, the valuation of which may appear to them to present difficulties.

ART. VIII. The importer, against whom the French Customs may desire to exercise the right of pre-emption stipulated in Article VI., may, if he prefers to do so, demand a valuation of his goods by experts.

The same demand may be made by the French Customs when they may not think fit to have immediate recourse to pre-emption.

Should the French Customs decline to exercise their right of pre-emption, they shall authorise the immediate surrender of the goods to the importer, on the express condition that the said importer shall offer adequate security for the payment of the duties and fines which might result from the valuation by experts, for which valuation the Customs shall retain the necessary samples.

ART. IX. If the result of such valuation by experts should prove that the value of the goods is not five per cent. above that which has been declared by the importer, the duty shall be levied upon the value so declared.

If the proved value is five per cent. or more above the value declared, the French Customs Authorities shall be entitled, at their choice, either to exercise the right of pre-emption or to levy the duty on the value determined by the experts.

This duty shall be increased by fifty per cent., as a fine, if the valuation of the experts is ten per cent. or more above the declared value.

If the value, as determined by the experts, exceeds the declared value by five per cent. or

more, the costs of the valuation by the experts shall be defrayed by the declarant. In all other cases they shall be defrayed by the French Customs Authorities.

In case of any dispute arising between the importer and the French Customs Authorities as to the class or denomination under which any goods may be chargeable with duty, such dispute shall be referred to and be decided by experts, if the importer is dissatisfied with the decision of the Customs.

In all cases of dispute the declarant shall have the option, if he thinks fit, to remove the valuation by experts from an outport to Paris. The desire for such removal must be signified before the inquiry by experts at the outport begins.

ART. X. In the cases contemplated by Articles VIII. and IX., two experts shall be named, one by the declarant or his agent, the other by the local Chief of the Customs Service at the place where the inquiry is to take place. If there be difference of opinion between them, or if at the time of appointing the experts the declarant shall require it, the experts shall choose an Umpire. In default of agreement, such Umpire shall be appointed by the President of the Tribunal of Commerce at the port of importation, or, in his default, by the President of the Tribunal of Commerce at the nearest place. The declarant, as well as the Customs Authorities, may demand that, instead of being made in the above-mentioned manner, the inquiry shall be carried out at Paris by the Board of Legal Expertise appointed to be held at the Ministry of Agriculture and Commerce by Article 19 of the Law of the 27th July 1822.

Such option must be declared within twenty-four hours of the notification of pre-emption or of the demand for an inquiry by experts.

The experts which the above-mentioned Board shall associate with themselves to report on the matters submitted to them, must be chosen from the list annually prepared by the President of the Chamber of Commerce of Paris.

The decision of the experts shall be given within eight days if the inquiry takes place at the place of arrival, and, if the settlement is referred to the Board of Legal Expertise at Paris, it shall be given within fifteen days.

ART. XI. In order to establish the fact that goods are the produce or manufacture of the United Kingdom or British Possessions, the importer may, if he shall think fit, present at the French Custom-house a certificate of origin which shall be either an official declaration made before a magistrate exercising jurisdiction at the place of dispatch, or a certificate granted by the chief officer of the Customs at the port of embarkation, or a certificate granted by the Consul or Consular Agent of France at the place of dispatch or at the port of embarkation.

The signature of the British authority shall be certified by the Consul or Consular Agent of France, if any, residing in the place or Possession from which the goods are dispatched or shipped; and if in the cases of a British Possession there is no such Consul or Consular Agent, then by the Officer administering the Government of such Possession.

ART. XII. The importer of machines and mechanical instruments, whether complete or in detached pieces, or of other articles the produce or manufacture of the United Kingdom or British Possessions, shall be exempt from any obligation of producing at the French Customs any models or drawings of such articles.

ART. XIII. The importer of any goods the produce or manufacture of the United Kingdom

or British Possessions, taxed *ad valorem*, may, if he shall think fit, attach to the declaration verifying the value of such goods, and to the certificate of origin an invoice emanating from the manufacturer or from the seller, which shall show the price actually charged to him for such goods.

ART. XIV. When goods upon which an *ad valorem* duty is levied have been previously warehoused, the duty shall be levied according to the value of those goods at the time of their actual importation into France or Algeria.

ART. XV. Independently of the duties of Customs, articles of goldsmith's work and of jewellery of the manufacture of either country in gold, silver, platina, or other metals, imported into the other, shall be subject to the system of control established in the country of importation for similar articles of domestic manufacture, and shall pay, if required, on the same basis as national articles, the duties of marking and guarantee.

The above stipulations shall be applicable to firearms, anchors, chain cables, and all other articles over which similar control is or may be exercised.

ART. XVI. The subjects of each of the two high contracting Powers shall, in the dominions of the other, enjoy the same protection and be subject to the same conditions as native subjects in regard to the rights of property in trade marks and other distinctive marks showing the origin or quality of goods, as well as in patterns and designs for manufactures.

ART. XVII. Articles liable to duty serving as patterns or samples, which shall be introduced into the United Kingdom, by French commercial travellers or into France and Algeria by commercial travellers of the United Kingdom, shall be admitted free of duty, subject to the following formalities requisite to ensure their being re-exported or placed in bond:

1. The officers of Customs at any port or place at which the patterns and samples may be imported shall ascertain the amount of duty chargeable thereon. That amount must either be deposited by the commercial traveller at the Custom-house in money, or ample security must be given for it.

2. For the purpose of identification each separate pattern or sample shall, as far as possible, be marked by the affixing of a stamp or by means of a seal being attached to it.

3. A permit or certificate shall be given to the importer which shall contain—

(a.) A list of the patterns or samples imported specifying the nature of the goods and also such particular marks as may be proper for the purpose of identification;

(b.) A statement of the duty chargeable on the patterns or samples, as also whether the amount was deposited in money or whether security was given for it;

(c.) A statement showing the manner in which the patterns or samples were marked;

(d.) The appointment of a period, which at the utmost must not exceed twelve months, at the expiration of which, unless it is proved that the patterns or samples have been previously re-exported or placed in bond, the amount of duty deposited will be carried to the public account or the amount recovered under the security given.

No charge shall be made to the importer for the above permit or certificate or for marking for identification.

4. Patterns or samples may be re-exported through the Custom-house through which they were imported, or through any other.

5. If, before the expiration of the appointed time

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(paragraph 3, d), the patterns or samples should be presented at the Custom-house of any port or place for the purpose of re-exportation or being placed in bond, the officers at such port or place must satisfy themselves by examination whether the articles which are brought to them are the same as those for which the permit of entry was granted. If so satisfied, the officers will certify the re-exportation or deposit in bond, and will refund the duty which had been deposited or will take the necessary steps for discharging the security.

ART. XVIII. Each of the high contracting parties may appoint Consuls-General, Consuls, Vice-Consuls, and Consular Agents to reside in the towns and ports of the dominions and possessions of the other, where, in accordance with established practice, such Consular Officers are allowed to reside. Such Consuls-General, Consuls, Vice-Consuls and Consular Agents, however, shall not enter upon their functions until after they shall have been approved and admitted, in the usual form, by the Government to which they are sent. They shall, within their Consular district, be allowed to exercise whatever functions, and shall enjoy whatever privileges, exemptions, and immunities, are or shall be granted to Consuls or Officers of the same rank of the most favoured nation at the place where they are appointed to reside.

ART. XIX. The Consuls-General, Consuls, Vice-Consuls and Consular Agents of each of the contracting parties residing in the dominions and possessions of the other shall receive from the local authorities such assistance as can by law be given to them for the recovery of deserters from the vessels of their respective countries.

ART. XX. The high contracting parties reserve to themselves the power of levying from the subjects of the other landing or shipping dues, in order to pay the expenses of all necessary establishments at the ports of importation and exportation.

Such dues, however, shall not be higher or other than those levied on national goods, cargoes, or shipping.

In all that relates to local treatment, Customs formalities, brokerage, warehousing, re-exportation, dues and charges in the ports, basins, docks, roadsteads, harbours and rivers of the two countries, the privileges, favours, or advantages which are or shall be granted to national vessels generally, or to the goods imported or exported in them, shall be equally granted to the vessels of the other country, and to the goods imported or exported in them, excepting always the coasting trade.

ART. XXI. The high contracting parties agree to appoint a Commission, which shall consist of one member on the part of each Government to meet at Paris within ten days after the signature of the present treaty, to discuss certain questions connected with the duties to be levied under Annex I., which questions are not yet settled between the two Governments. The result of this examination shall form the subject of a Report, which the Commissioners shall address to their respective Governments. They further agree to refer to the same Commission the settlement of certain other questions as provided for in a separate Protocol, which shall be annexed to the present treaty, and shall be included in the ratification thereof.

The Commission shall finish its labours within three months, if possible, but its duration may be prolonged by agreement between the high contracting parties for any period or periods not exceeding six months longer.

ART. XXII. The provisions in regard to Tariffs

contained in Art. II. of the present treaty shall remain in force till January 1, 1877, and the provisions in regard to navigation contained in the same Article shall remain in force until July 15, 1879, and thenceforth until terminated in the manner mentioned in this Article.

The high contracting parties, if they think fit, may communicate with each other respecting the general working of the present treaty, and come to an understanding by means of a Declaration or Protocol with respect to its further duration. Failing such definite understanding and subject to the condition in the next Article stated, either party may, by twelve months' previous notice, which may be given either at any time after the aforesaid dates respectively, or within the twelve months next preceding the same, terminate any of the provisions contained in the preceding Articles of the present treaty, and, until the expiration of any such notice, this present treaty, or such part thereof as shall for the time being not be terminated by any similar notice, shall remain in force.

ART. XXIII. The high contracting powers in reserving to themselves the power, as set forth in Art. XXII. to terminate any specific provisions contained in the present treaty, engage, nevertheless, at all times hereafter to treat each other in all matters relating to commerce and navigation on the footing of the most favoured nation, and that the termination of any specific provisions of the present treaty, as stipulated in the preceding Article, shall be subject to the above condition.

ART. XXIV. The President of the French Republic engages to recommend the National Assembly to give the necessary sanction for the execution of the present treaty as soon as possible after an agreement between the two Governments shall have been arrived at with respect to the questions which are mentioned in Art. XXI., and which, not having yet been settled, are by the same Art. XXI. referred to the Commission therein mentioned.

The ratifications of the present treaty shall be exchanged at Paris as soon as possible after such sanction shall have been notified to Her Majesty's Government; the treaty shall come into force immediately on the exchange of the ratifications; and the treaty of January 23, 1860, the additional Articles of February 25, 1860, and June 27, 1860, and the supplementary conventions of October 12 and November 16, 1860, shall be cancelled thereafter, except in so far as relates to the specific stipulations contained in Art. II., and the arrangements with respect to matters reserved to the commission to be appointed in conformity with Art. XXI. of the present treaty.

In witness whereof the respective plenipotentiaries have signed the present treaty, and have affixed thereto the seals of their arms.

Done at London the fifth day of November, in the year of our Lord one thousand eight hundred and seventy-two.

(L.S.)	GRANVILLE.
(L.S.)	CH. GAVARD.
(L.S.)	J. OZENNE.

PROTOCOL of a Conference held at the Foreign Office, November 5, 1872, between the plenipotentiaries of Great Britain and of France.

The plenipotentiaries of Her Britannic Majesty and of the French Republic, in proceeding to the signature of the Treaty of Commerce and Navigation of this date, place upon record that they have agreed upon the following points:—

ART. I. The Commission named in Art. XXI. of the Treaty of Commerce and Navigation of

this date between Great Britain and France shall meet at Paris within ten days after the signature of the treaty and the present protocol, in order to examine the questions reserved by the said Art. XXI. for further consideration, and, if possible, to recommend to the Governments of the two countries a settlement of the same.

After their first meeting, the Commission shall adjourn for a period not exceeding ten days, in order to allow the British Commissioner to prepare the statement in regard to these several matters to be presented on the part of Her Majesty's Government.

When the Commission shall have agreed on its Report on the said questions, which it shall have examined and discussed, it shall adjourn for a period not exceeding fourteen days, in order to enable the two Governments to come to a decision with regard to its recommendations, which decision the Commission shall announce at its first meeting.

As soon as an agreement shall have been come to between the two Governments on these questions, the President of the French Republic shall proceed with the treaty in the manner specified in Art. XXIV. of the said treaty.

ART. II. As soon as the National Assembly shall have sanctioned the treaty, the Commission shall meet again to deliberate and to decide upon the questions hereinafter stated as to existing contracts, and relating to British mineral oils, and as to the duties to be levied in respect thereof.

ART. III. The high contracting parties, before the exchange of the ratifications of the present treaty and protocol, shall name some third person to act as arbitrator in regard to any points in connection with the questions referred to in the preceding Article on which the Commissioners may themselves differ in opinion. The Commissioners shall refer any such points to the arbitrator, whose decision shall be binding on the Commissioners, and shall be reported by them accordingly.

The high contracting parties shall forthwith carry out the decision come to by the Commission or by the arbitrator.

ART. IV. All contracts already entered into for the delivery of goods in France or Algeria, which are still unexecuted in whole or in part, may be submitted to the Commission for equitable consideration as to the relief to be afforded to the importer of such goods from payment of the augmented duties to which they would otherwise be liable under the tariff in Annex I., before March 15, 1873.

Immediately on the signature of the treaty, the two Governments respectively shall publish notices requiring all contracts made in the United Kingdom, or in France or Algeria, as the case may be, which remain to be executed in whole or in part between the date when the tariff, Annex I., shall come into operation, and March 15, 1873, to be notified in writing within fourteen days after the publication of such notice at the Foreign Office in London, and at the Ministry of Agriculture and of Commerce in Paris. The two Governments shall cause such contracts to be examined by the Commission, with the view to ascertain their validity, that is to say, that they were binding contracts according to the laws of the respective countries, when they were entered into, and also that they were entered into in good faith as regards the French Government; meaning, that they were not entered into by persons aware of an intention or proposal on the part of the respective Governments to agree to the duties being raised before March 15, 1873, with a view to evade the payment of the increased duties.

Should the Commissioners differ in opinion in regard to any particular case or cases, they shall refer the same to the arbitrator, whose decisions shall be final.

In case the validity of any of such contracts shall be admitted by the Commission, the French Government will take the necessary steps for repaying to the importers the duties levied in excess on goods comprised in the contracts so admitted to be valid, and imported into France between the date when the tariff in Annex I. shall come into operation, and March 15, 1873, that is to say, the amount of duty levied beyond the amount which would have been levied as duty under the tariffs authorised by the treaty and conventions of 1860, or as to any such duties which have been reduced since 1860 by the French Government, then beyond the amount of such duties which would have been levied for such reduced duties.

ART. V. The Commission shall also decide on questions concerning duties levied in France on British mineral oils, which have formed the subject of diplomatic correspondence between the two Governments, and shall effect a settlement of the same on the following terms:—

The French Government consents to admit, at the duty of 5 per cent., the rate of duty levied previously to the passing of the law of July 8, 1871, British mineral oils. It is nevertheless agreed that the said oils, in conformity with Art. V. of the present treaty, shall be likewise subject to the duty of 5 fr. per 100 kilog. now established by the same law of July 8, 1871, or those which may be hereafter levied, on the like oils manufactured in France;

To extend the benefit of the above provisions to British mineral oils, to be supplied to persons in France under contracts entered into before the promulgation of the law of July 8, 1871;

To examine how far it would be possible to effect reimbursement of duties levied in excess of the duty of 5 per cent., and the tax of 5 fr. per 100 kilog. above referred to, in the case of British mineral oils introduced into France since the promulgation of the law of July 8, 1871, otherwise than in pursuance of contracts previously entered into.

In regard to the contracts referred to under the third paragraph, the settlement shall include indemnification for actions of breach of contract resulting from the operation of the law of July 8, 1871.

ART. VI. The Commission, after the conclusion of its labours in respect of the questions directed in the foregoing Articles, to be referred to it, shall also consider and report on any other questions which the high contracting parties may now or hereafter agree to refer to it.

The Government of Her Britannic Majesty desire that it should inquire into the causes which have hitherto prevented the full execution of the Fishery Convention of November 11, 1867.

The French Government desire that it should inquire in the causes which have hitherto prevented the Literary Convention concluded between the two countries on November 3, 1851, producing the results expected from it in regard to performances and representations of dramatic and lyrical works on the English stage.

ART. VII. At any meeting of the Commission after its first preliminary meeting, persons may be called to give information on any point in regard to which either of the Commissioners may think such a course advisable.

London, the 5th day of November, 1872.

(L.S.)	GRANVILLE.
(L.S.)	CH. GAVARD.
(L.S.)	J. OZENNE.

Annex I. to the Treaty of Commerce and Navigation, November 5, 1872.

Description of Articles	Scale arising from the New Law			Drawbacks	Observations
	Import Duties	Compensatory Duties for the New Taxes on Raw Materials	TOTAL AMOUNT OF DUTIES LEVYABLE		
METALS.					
Copper—	fr. c.		fr. c.		
Fillings and old broken articles -	7 50 the 100 kil.	..	7 50 the 100 kil.	NIL.	
Pure copper or brass smelted in pigs, bars, or plates -	7 50 "	..	7 50 "	fr. c. "	
Pure copper or brass rolled or beaten into bars or sheets -	10 00 "	{ Pure copper 7 75 Alloyed with tin 10 00	17 75 "	7 75 per 100 kil.	
Pure or alloyed copper wire of all sizes, whether polished or not.	10 00 "	{ Alloyed with zinc 7 00 fr. c. 7 75 the 100 kil.	20 00 "	10 00 "	
Gold or silvered, beaten, drawn or rolled, and wire laid on thread or silk	100 00 "	..	17 00 "	7 00 "	
			107 75 "	7 75 "	
Zinc—					
Fillings and old broken articles -	2 50 "	..	2 50 "	NIL.	
In pigs, bars, or plates -	2 50 "	..	2 50 "		
Rolled -	4 00 "	2 75 the 100 kil.	6 75 "		
Lead—					
Fillings and old broken articles -	{ of pure lead 2 00 of alloyed lead 3 75	..	2 00 "		
In pigs, bars, or plates -	fr. c. 2 00 the 100 kil.	..	3 75 "		
Rolled -	3 00 "	{ Pure lead 2 20 Alloyed lead 4 10	5 20 "		
Alloyed with antimony in pigs -	3 75 "	..	7 10 "		
Old Type -	3 00 "	3 fr. 75 c. the 100 kil.	3 75 "		
Tin—					
In pigs, bars, or plates -	15 00 "	..	6 75 "		
Fillings and old broken articles -	{ of pure tin 15 00 of alloyed tin 12 50	..	15 00 "		
Alloyed with antimony (Britannia metal) in ingots	fr. c. 12 50 the 100 kil.	..	12 50 "		
Pure or alloyed, beaten or rolled -	6 00 "	{ Pure 16 50 Alloyed 13 75	22 50 "		
			19 75 "		
Bismuth—					
Crude -	30 00 "	..	30 00 "		
Antimony—					
Sulphurated -	0 50 "	..	0 50 "		
Metal or regulus -	7 50 "	..	7 50 "		
Nickel—					
Spies -	5 00 "	..	5 00 "		
Pure or alloyed with other metals, especially with copper or zinc (argentine or German silver), in ingots or pigs	50 00 "	..	50 00 "		
Ditto, ditto, rolled or drawn -	10 00 "	fr. c. 55 0 the 100 kil.	65 00 "		
Arsenic—					
Metallic -	8 00 "	..	8 00 "		
METAL MANUFACTURES.					
Cylinders of copper or brass for printing, whether engraved or not -	15 00 "	{ In copper 7 75 In brass 7 00	22 75 "	fr. c. 7 75 the 100 kil.	
Copper wares -	20 00 "	{ In copper 7 75 Others Nil.	22 00 "	7 00 "	
Metal gauze of copper or brass -	20 00 "	{ In pure copper 7 75 In brass 7 00	27 75 "	7 75 the 100 kil.	
Works of art and ornament, and all other manufactured articles of copper, pure or alloyed with zinc or tin -	20 00 "	{ In copper alloyed with tin 10 00	27 00 "	7 00 "	
Manufactures of zinc of all kinds -	8 00 "	2 fr. 75 c. the 100 kil.	30 00 "	7 75 "	
Lead pipes, and all other manufactures of lead -	3 00 "	{ In pure lead 2 20 In alloyed lead 4 10	10 75 "	NIL.	
Printing type, new -	8 00 "	4 fr. 00c. per 100 kil.	5 20 "		
Tin pots and pans, and other manufactures of tin, whether pure or alloyed with antimony -	30 00 "	{ In pure tin 16 50 In alloyed tin 13 75	7 10 "		
Manufactures of nickel alloyed with copper or zinc (argentine) -	100 00 "	55 fr. 00c. the 100 kil.	12 10 "		
Plated manufactures of every description -	100 00 "	{ Compensatory duty on the metal	46 50 "		
Manufactures of metal gilt, or silvered by the mercurial or electro-plate processes	100 00 "	..	43 75 "		
Plate and jewellery of gold, of silver, platinum, or other metals -	500 00 "	{ In copper 7 75 Others Nil.	Present rate (100 fr. the 100 kil.), plus the compensatory duty, as shown hereby	fr. c. 7 75 the 100 kil.	
Clock and watch movements -	50 00 "	{ In copper 7 75 Others Nil.	50 00 "	Others Nil.	
MACHINES AND MACHINERY	Present duty	NIL.	Present duty (1)	Copper metal 7 75 Others Nil.	
DETACHED PARTS OF MACHINES.					
Sheets and fillets of cards on leather, on india-rubber, or other materials -	fr. c. 50 00 the 100 kil.	Compensatory duty on the leather, caoutchouc, or tissue	50 fr. plus the compensatory duty for the fillets	fr. c. 7 75 the 100 kil.	(1) Nevertheless boilers and distilling apparatus of copper as well as machines into the making of which copper, lead, zinc, tin, or nickel enters, will pay, in addition to the present duties the amount of the compensatory duty on wrought copper, zinc, &c., in proportion to the amount of these metals entering into their composition.
Dents of feeds in iron or in copper -	30 00 "	{ In copper 7 75 In iron Nil.	37 75 the 100 kil.	fr. c. 7 75 the 100 kil.	
Reeds, carding combs, &c., complete, in iron or copper -	30 00 "	{ In copper, compensatory duty on copper	Present duty (30 fr. the 100 kil.), plus the compensatory duty on copper	7 75 for the copper per portion	
Pieces in copper, pure or mixed with any other metals -	20 00 "	{ In iron Nil. In pure copper 7 75 Brass 7 00 Pieces of bronze 10 00	Present duty	NIL.	

Annex I. to the Treaty of Commerce and Navigation—(continued).

Description of Articles	Scale arising from the New Law			Drawbacks	Observations
	Import Duties	Compensatory Duties for the New Taxes on Raw Materials	TOTAL AMOUNT OF DUTIES LEVIABLE		
Sheets and fillets for cards of leather, caoutchouc, or other materials	30 fr. 00 c. the 100 kil.	Compensatory duty on the leather, caoutchouc, or tissue	Present duty (30 fr. the 100 kil.), plus the compensatory duty as shown hereby	Nil.	
Carriages—	80 per cent.	..	80 per cent.	..	
Inlaid wood-work and ivory wares -	20 per cent.	..	20 per cent.	..	
Leather -	fr. c.	fr. c.	fr. c.	..	
Prepared skins, varnished and sporocco leather	60 00 the 100 kil.	26 00 the 100 kil.	86 00 the 100 kil.	..	
Dyed sheepskins -	45 00 "	26 00 "	71 00 "	..	
Ditto, all other kinds -	60 00 "	26 00 "	86 00 "	..	
Prepared skins of all other kinds	10 00 "	<div> <div> Skins— fr. c. Calf skins, waxed 13 00 Tawed 26 00 Tanned, dressed with gail. 9 00 </div> </div>	<div> 23 00 " 36 00 " 19 00 " </div>	..	
Articles in skin and leather of all kinds—	5 per cent.	130 fr. the 100 kil.	5 per cent. plus 130 fr. the 100 kil.	..	
Gloves -	10 per cent.	Same duty as on the skins of which they are made	10 per cent. in addition to the compensatory duty as shown hereby	..	
Others -				..	
Common wooden wares of all kinds	15 per cent. of the gross value added to 10 fr. per cubic metre, or 1 fr. 50c. per 100 kil. for articles of oak, elm, or walnut; and to 6 fr. per cubic metre, or 1 fr. 25 c. per 100 kil. for other common wooden articles.	..	15 per cent. of the gross value added to 10 fr. per cubic metre, or 1 fr. 50c. per 100 kil. for articles of oak, elm, or walnut, and to 6 fr. per cubic metre, or 1 fr. 25 c. per kil. for other common wooden articles	..	
Household furniture -	Id.	Id. fr. c.	Id.	..	
Ships and boats, built in the United Kingdom, not registered or sailing under British flag (per ton of French measurement)	2 fr. per ton	<div> Sheathed with copper 7 00 " zinc 5 00 Not sheathed 4 00 Iron ships 5 00 </div>	2 fr. per ton plus the respective compensatory duties according to the class as hereby shown	..	
Hulls of ships -	Id.	Id.	Id.	..	
N.B.—The machines and machinery on board such ships will be charged separately, according to the rates fixed by the Tariff for 'Machines and Machinery.'				..	
FLAX AND HEMP.					
Flax or hemp—	fr. c.		fr. c.		
In stalks, raw, green, dry or steeped -	0 50 the 100 kil.		0 50 the 100 kil.	..	
Tow -	2 00 "		2 00 "	..	
Hacked hemp -	2 50 "		2 50 "	..	
Hacked flax -	3 00 "		3 00 "	..	
Hari ('filasse') -	4 00 "		4 00 "	..	
Yarns of flax or hemp—					
Single—					
Unbleached—		fr. c.			
6,000 metres or less -	15 00 "	3 95 the 100 kil.	18 95 "	..	
More than 6,000, not more than 12,000	20 00 "	3 95 "	23 95 "	..	
" 12,000, " 24,000	30 00 "	3 95 "	33 95 "	..	
" 24,000, " 36,000	36 00 "	3 95 "	39 95 "	..	
" 36,000, " 72,000	60 00 "	3 95 "	63 95 "	..	
" 72,000 -	100 00 "	3 95 "	103 95 "	..	
Bleached or dyed—	fr. c.	fr. c.	fr. c.		
6,000 metres or less -	20 00 "	<div> Glazed, lie- washed, dyed 4 55 Bleached - 5 15 </div>	<div> 24 55 the 100 kil. 25 15 </div>	..	
More than 6,000, not more than 12,000	27 00 "	<div> Glazed, lie- washed, dyed 4 55 Bleached - 5 15 </div>	<div> 27 55 " 32 15 </div>	..	
" 12,000, " 24,000	40 00 "	<div> Glazed, lie- washed, dyed 4 55 Bleached - 5 15 </div>	<div> 44 55 " 45 15 </div>	..	
" 24,000, " 36,000	48 00 "	<div> Glazed, lie- washed, dyed 4 15 Bleached - 5 15 </div>	<div> 52 55 " 53 15 </div>	..	
" 36,000, " 72,000	80 00 "	<div> Glazed, lie- washed, dyed 4 55 Bleached - 5 15 </div>	<div> 84 55 " 85 15 </div>	..	
" 72,000 -	133 00 "	<div> Glazed, lie- washed, dyed 4 55 Bleached - 5 15 </div>	<div> 137 55 " 138 15 </div>	..	
Twisted—					
Unbleached—		fr. c.			
6,000 metres or less -	10 50 "	4 10 the 100 kil.	23 60 "	..	
More than 6,000, not more than 12,000	26 00 "	4 10 "	30 10 "	..	
" 12,000, " 24,000	39 00 "	4 10 "	43 10 "	..	
" 24,000, " 36,000	46 80 "	4 10 "	50 90 "	..	
" 36,000, " 72,000	78 00 "	4 10 "	82 10 "	..	
" 72,000 -	130 00 "	4 10 "	134 10 "	..	
Bleached or dyed—		fr. c.			
6,000 metres or less -	26 00 "	<div> Lie-washed or dyed - 4 75 Bleached - 5 45 </div>	<div> 30 75 " 31 45 </div>	..	
More than 6,000, not more than 12,000	35 10 "	<div> Lie-washed or dyed - 4 75 Bleached - 5 45 </div>	<div> 39 85 " 40 55 </div>	..	
" 12,000, " 24,000	52 00 "	<div> Lie-washed or dyed - 4 75 Bleached - 5 45 </div>	<div> 56 75 " 57 45 </div>	..	
" 24,000, " 36,000	62 40 "	<div> Lie-washed or dyed - 4 75 Bleached - 5 45 </div>	<div> 67 15 " 67 85 </div>	..	

Annex I. to the Treaty of Commerce and Navigation—(continued).

Description of Articles	Scale arising from the New Law			Drawbacks	Observations
	Import Duties	Compensatory Duties for the New Taxes on Raw Materials	TOTAL AMOUNT OF DUTIES LEVYABLE		
Flax and Hemp—(continued).					
More than 36,000, not more than 72,000	fr. c. 104 00 the 100 kil.	{ Lie-washed or dyed - 4 75 Bleached - 5 45	fr. c. 108 75 the 100 kil.	Nil.	
" 72,000 - - -	172 90 "	{ Lie-washed or dyed - 4 75 Bleached - 5 45	177 65 "	"	
Tissues of pure flax or hemp, plain or figured, having in the warp in the space of 5 square millimetres—					
Unbleached—					
5 threads or less (1)	5 00 "	Fr. c. 4 15 the 100 kil.	9 15 "	"	
6, 7, and 8 threads	28 00 "	4 15 "	32 15 "	"	
9, 10, and 11 threads	25 00 "	4 15 "	29 15 "	"	
12 threads	65 00 "	4 15 "	69 15 "	"	
13 and 14 threads	90 00 "	4 15 "	94 15 "	"	
15, 16, and 17 threads	115 00 "	4 15 "	119 15 "	"	
18, 19, and 20 threads	170 00 "	4 15 "	174 15 "	"	
21, 22, and 23 threads	260 00 "	4 15 "	264 15 "	"	
24 threads and more	300 00 "	4 15 "	304 15 "	"	
Bleached, dyed, or printed—					
8 threads or less	38 00 "	{ Lie-washed or dyed - 5 00 Bleached or printed - 5 70	43 00 "	"	
9, 10, and 11 threads	70 00 "	{ Lie-washed or dyed - 5 00 Bleached or printed - 5 70	75 00 "	"	
12 threads	95 00 "	{ Lie-washed or dyed - 5 00 Bleached or printed - 5 70	100 00 "	"	
13 and 14 threads	120 00 "	{ Lie-washed or dyed - 5 00 Bleached or printed - 5 70	125 00 "	"	
15, 16, and 17 threads	155 00 "	{ Lie-washed or dyed - 5 00 Bleached or printed - 5 70	160 00 "	"	
18, 19, and 20 threads	230 00 "	{ Lie-washed or dyed - 5 00 Bleached or printed - 5 70	235 00 "	"	
21, 22, and 23 threads	350 00 "	{ Lie-washed or dyed - 5 00 Bleached or printed - 5 70	355 00 "	"	
24 threads and more	400 00 "	{ Lie-washed or dyed - 5 00 Bleached or printed - 5 70	405 00 "	"	
Drills, plain or figured, having in the warp in the space of 5 square millimetres					
Unbleached—					
8 threads or less	75 00 "	fr. c. 4 15 the 100 kil.	80 15 "	"	
9, 10, and 11 threads	55 00 "	4 15 "	59 15 "	"	
12, 13, and 14 threads	90 00 "	4 15 "	94 15 "	"	
More than 14 threads	115 00 "	4 15 "	119 15 "	"	
Bleached, dyed, or printed—					
8 threads or less	47 00 "	{ Lie-washed or dyed - 5 00 Bleached or printed - 5 70	52 00 "	"	
9, 10, and 11 threads	70 00 "	{ Lie-washed or dyed - 5 00 Bleached or printed - 5 70	75 00 "	"	
12, 13, and 14 threads	120 00 "	{ Lie-washed or dyed - 5 00 Bleached or printed - 5 70	125 00 "	"	
More than 14 threads	155 00 "	{ Lie-washed or dyed - 5 00 Bleached or printed - 5 70	160 00 "	"	
Mixed yarns of flax or of hemp, the flax or the hemp predominating in weight.	Scale for yarns of pure flax or hemp.	Scale for yarns of pure flax or hemp according to the class.	Scale for yarns of pure flax or hemp according to the class.	"	
Mixed yarns and tissues of flax or hemp, the flax or the hemp predominating in weight	15 per cent. <i>ad valorem</i>	Compensatory duty on pure issues of flax or hemp.	Present duty (15 per cent.), plus compensatory duty hereby shown	"	
Damasks	16 per cent. <i>ad valorem</i>	{ Unbleached - 4 15 Lie-washed - 5 00 Bleached - 5 70	16 per cent. plus 4 fr. 15 c. the 100 kil. 16 per cent. plus 5 fr. 00 c. the 100 kil. 16 per cent. plus 5 fr. 70 c. the 100 kil.	"	
Cambrics	Same scale as plain cloth	Same scale as plain cloth	Same scale as plain cloth	"	
Lawns	Id.	Id.	Id.	"	
Handkerchiefs, bordered	Id.	Id.	Id.	"	
Net of thread	Same scale as cotton. (15 per cent.)	{ Unbleached - 4 15 Bleached - 5 70	15 per cent. plus 4 fr. 15 c. the 100 kil. 15 per cent. plus 5 fr. 70 c. the 100 kil.	"	
Lace of thread	5 per cent. <i>ad valorem</i>	Compensatory duty on the tissues according to the kind.	Present duty (5 per cent.) plus the compensatory duty shown hereby.	"	
Hosiery of thread		{ Bleached - 4 15 Lie-washed or dyed - 5 00 Bleached or printed - 5 70	15 per cent. plus 4 fr. 15 c. the 100 kil. 15 per cent. plus 5 fr. 70 c. the 100 kil. 15 per cent. plus 5 fr. 70 c. the 100 kil.	"	
Hosiery of thread				"	
Ribbons of thread, unbleached, bleached, or dyed	15 per cent. <i>ad valorem</i>			"	
Articles of flax or hemp, wholly or in part made up				"	
Articles not enumerated				"	

(1) This class comprises solely packing cloths having at most 5 threads in warp or wool

Annex I. to the Treaty of Commerce and Navigation—(continued).

Description of Articles	Scale arising from the New Law			Drawbacks	Observations
	Import Duties	Compensatory Duties for the New Taxes on Raw Materials	TOTAL AMOUNT OF DUTIES LEVIABLE		
Flax and Hemp—(continued).					
Jute—	fr. c.		fr. c.		
In the fibre or hackled - - -	1 00 the 100 kil.(1)	..	1 00 the 100 kil.	Nil.	(1) Exclusive of the "sur-taxe d'entrepôt."
Combed - - -	1 15 " (1)	..	1 15 "	"	
Jute yarns, measuring per kil.—		fr. c.			
Unbleached—		fr. c.			
Less than 1,400 metres - - -	5 00 the 100 kil.	1 40 the 100 kil.	6 40 "	"	
From 1,400 to 3,700 metres exclusive - - -	6 00 "	1 40 "	7 40 "	"	
From 3,700 to 4,200 metres - - -	7 00 "	1 40 "	8 40 "	"	
From 4,200 to 6,000 metres inclusive - - -	10 00 "	1 40 "	11 40 "	"	
More than 6,000 metres - - -	Same scale as yarns of flax	1 40 "	Chief duty on yarns of flax, plus 1 fr. 40 c. the 100 kil.	"	
Bleached or dyed—	fr. c.		fr. c.		
Less than 1,400 metres - - -	7 00 the 100 kil.	1 40 "	8 40 the 100 kil.	"	
From 1,400 to 3,700 metres exclusive - - -	9 00 "	1 40 "	10 40 "	"	
From 3,700 to 4,200 metres - - -	10 00 "	1 40 "	11 40 "	"	
From 4,200 to 6,000 metres inclusive - - -	14 00 "	1 40 "	15 40 "	"	
More than 6,000 metres - - -	Same scale as yarns of flax	1 40 "	Chief duty on yarns of flax, plus 1 fr. 40 c. the 100 kil.	"	
Tissues of jute, having in the warp in the space of 5 square millimetres—					
Unbleached—	fr. c.		fr. c.		
1, 2, and 3 plain threads - - -	10 00 the 100 kil.	1 50 "	11 50 the 100 kil.	"	
1, 2, and 3 twilled threads - - -	12 00 "	1 50 "	13 50 "	"	
4 and 5 threads - - -	16 00 "	1 50 "	17 50 "	"	
6, 7, and 8 threads - - -	24 00 "	1 50 "	25 50 "	"	
More than 8 threads - - -	Same scale as for tissues of flax according to the class	1 50 "	Chief duty on tissues of flax, plus 1 fr. 60 c. the 100 kil.	"	
Bleached or dyed—	fr. c.		fr. c.		
1, 2, and 3 plain threads - - -	15 00 the 100 kil.	1 50 "	16 50 the 100 kil.	"	
1, 2, and 3 twilled threads - - -	17 00 "	1 50 "	18 50 "	"	
4 and 5 threads - - -	23 00 "	1 50 "	24 50 "	"	
6, 7, and 8 threads - - -	35 00 "	1 50 "	36 50 "	"	
More than 8 threads - - -	Same scale as for tissues of flax according to the class	1 50 "	Chief duty on tissues of flax, plus 1 fr. 50 c. the 100 kil.	"	
Carpets of jute, smooth or rough - - -	24 fr. 00 c. the 100 kil.	1 50 "	25 fr. 50 c. the 100 kil.	"	
Mixed jute tissues, the jute predominating in weight	Same scale as for pure jute yarns	Same scale as for pure jute yarns	Same scale as for pure jute yarns	"	
Mixed jute tissues, the jute predominating in weight	15 per cent. <i>ad valorem</i> (present rate)	1 fr. 50 c. the 100 kil.	15 per cent. <i>ad valorem</i> plus the compensatory duty here-by shown.	"	
Phormium tenax, abaca, and other vegetable fibres, not specified—					
Raw or hackled - - -	fr. c.		fr. c.		
Combed or twisted - - -	{ Raw - 0 50 Hackled - 2 50	..	0 50 the 100 kil. 2 50 "	"	
Threads - - -	5 per cent. <i>ad valorem</i>	Scale for yarns of hemp	Present rate (5 per cent.) plus compensatory duty as here-by shown.	"	
Tissues - - -	10 per cent. <i>ad valorem</i>	Scale for tissues of hemp	Present rate (10 per cent.) plus compensatory duty as here-by shown.	"	
Raw horse-hair of all kinds, also prepared or curled	55 fr. 0 c.	..	55 fr. 00 c. the 100 kil.	"	
Tissues and manufactures of horse-hair, pure or mixed	10 per cent. <i>ad valorem</i>	10 per cent.	20 per cent.	"	
COTTONS.					
Raw cotton—	fr. c.		fr. c.	fr. c.	
East Indian, China, or Mediterranean (except Jummal) - - -	7 50 the 100 kil.(1)	..	7 50 the 100 kil.	..	
American and Jummal (Egyptian) - - -	10 00 "	..	10 00 "	..	
Unbleached - - -	4 00 "	fr. c. ..	4 00 "	..	(1) Exclusive of the "sur-taxe d'entrepôt."
Cotton in sheets, carded or gummed ("wadding") - - -	10 00 "	14 15 the 100 kil.	24 15 "	12 50 the 100 kil.	
Single cotton yarns, measuring to the half kilogramme—					
Unbleached—					
20,000 metres or less - - -	15 00 "	12 70 "	27 70 "	12 70 "	
From 21,000 to 50,000 metres - - -	20 00 "	12 70 "	29 70 "	12 70 "	
51,000 to 40,000 " - - -	30 00 "	12 70 "	42 70 "	12 70 "	
41,000 to 50,000 " - - -	40 00 "	12 70 "	52 70 "	12 70 "	
51,000 to 60,000 " - - -	50 00 "	12 70 "	62 70 "	12 70 "	
61,000 to 70,000 " - - -	60 00 "	12 70 "	72 70 "	12 70 "	
71,000 to 80,000 " - - -	70 00 "	12 70 "	82 70 "	12 70 "	
81,000 to 90,000 " - - -	80 00 "	12 70 "	92 70 "	12 70 "	
91,000 to 100,000 " - - -	90 00 "	12 70 "	102 70 "	12 70 "	
101,000 to 110,000 " - - -	100 00 "	12 70 "	112 70 "	12 70 "	
111,000 to 120,000 " - - -	110 00 "	12 70 "	122 70 "	12 70 "	
121,000 to 130,000 " - - -	120 00 "	12 70 "	132 70 "	12 70 "	
131,000 to 140,000 " - - -	130 00 "	12 70 "	142 70 "	12 70 "	
141,000 to 150,000 " - - -	140 00 "	12 70 "	152 70 "	12 70 "	
151,000 to 160,000 " - - -	150 00 "	12 70 "	162 70 "	12 70 "	
161,000 to 170,000 " - - -	160 00 "	12 70 "	172 70 "	12 70 "	
171,000 metres and above - - -	170 00 "	12 70 "	182 70 "	12 70 "	
Bleached—					
20,000 metres or less - - -	17 25 "	15 25 "	32 50 "	15 25 "	
From 21,000 to 50,000 metres - - -	23 00 "	15 25 "	38 25 "	15 25 "	
51,000 to 40,000 " - - -	31 50 "	15 25 "	46 75 "	15 25 "	
41,000 to 50,000 " - - -	40 00 "	15 25 "	55 25 "	15 25 "	
51,000 to 60,000 " - - -	50 00 "	15 25 "	65 25 "	15 25 "	
61,000 to 70,000 " - - -	60 00 "	15 25 "	75 25 "	15 25 "	
71,000 to 80,000 " - - -	70 00 "	15 25 "	85 25 "	15 25 "	
81,000 to 90,000 " - - -	80 00 "	15 25 "	95 25 "	15 25 "	
91,000 to 100,000 " - - -	90 00 "	15 25 "	105 25 "	15 25 "	
101,000 to 110,000 " - - -	100 00 "	15 25 "	115 25 "	15 25 "	
111,000 to 120,000 " - - -	110 00 "	15 25 "	125 25 "	15 25 "	
121,000 to 130,000 " - - -	120 00 "	15 25 "	135 25 "	15 25 "	
131,000 to 140,000 " - - -	130 00 "	15 25 "	145 25 "	15 25 "	
141,000 to 150,000 " - - -	140 00 "	15 25 "	155 25 "	15 25 "	
151,000 to 160,000 " - - -	150 00 "	15 25 "	165 25 "	15 25 "	
161,000 to 170,000 " - - -	160 00 "	15 25 "	175 25 "	15 25 "	
171,000 metres and above - - -	170 00 "	15 25 "	185 25 "	15 25 "	

Annex I. to the Treaty of Commerce and Navigation—(continued).

Description of Articles	Scale arising from the New Law			Drawbacks	Observations
	Import Duties	Compensatory Duties for the New Taxes on Raw Materials	TOTAL AMOUNT OF DUTIES LEVIABLE		
Cottons—(continued)					
Dyed—	fr. c.	fr. c.	fr. c.	fr. c.	
20,000 metres or less -	40 00 the 100 kil.	14 85 the 100 kil.	54 85 the 100 kil.	14 85 the 100 kil.	
From 21,000 to 50,000 metres -	45 00 "	14 85 "	59 85 "	14 85 "	
31,000 " 40,000 " -	53 00 "	14 85 "	69 85 "	14 85 "	
41,000 " 50,000 " -	65 00 "	15 80 "	80 80 "	15 80 "	
51,000 " 60,000 " -	75 00 "	15 80 "	90 80 "	15 80 "	
61,000 " 70,000 " -	85 00 "	15 80 "	100 80 "	15 80 "	
71,000 " 80,000 " -	95 00 "	15 80 "	110 80 "	15 80 "	
81,000 " 90,000 " -	115 00 "	16 35 "	131 35 "	16 35 "	
91,000 " 100,000 " -	125 00 "	16 35 "	141 35 "	16 35 "	
101,000 " 110,000 " -	145 00 "	16 35 "	161 35 "	16 35 "	
111,000 " 120,000 " -	165 00 "	16 35 "	181 35 "	16 35 "	
121,000 " 130,000 " -	185 00 "	16 35 "	201 35 "	16 35 "	
131,000 " 140,000 " -	225 00 "	16 35 "	241 35 "	16 35 "	
141,000 " 170,000 " -	275 00 "	16 35 "	291 35 "	16 35 "	
171,000 metres and above -	325 00 "	16 35 "	341 35 "	16 35 "	
Twisted cotton yarns in two strands—					
Unbleached—					
20,000 metres or less -	19 50 "	14 05 "	33 55 "	14 05 "	
From 21,000 to 50,000 metres -	26 00 "	14 05 "	40 05 "	14 05 "	
31,000 " 40,000 " -	29 00 "	11 05 "	53 05 "	14 05 "	
41,000 " 50,000 " -	52 00 "	11 85 "	66 85 "	14 85 "	
51,000 " 60,000 " -	65 00 "	14 85 "	79 85 "	14 85 "	
61,000 " 70,000 " -	78 00 "	14 85 "	92 85 "	14 85 "	
71,000 " 80,000 " -	91 00 "	14 85 "	105 85 "	14 85 "	
81,000 " 90,000 " -	117 00 "	15 40 "	132 40 "	15 40 "	
91,000 " 100,000 " -	130 00 "	15 40 "	145 40 "	15 40 "	
101,000 " 110,000 " -	156 00 "	15 40 "	171 40 "	15 40 "	
111,000 " 120,000 " -	182 00 "	15 40 "	197 40 "	15 40 "	
121,000 " 130,000 " -	208 00 "	15 40 "	223 40 "	15 40 "	
131,000 " 140,000 " -	260 00 "	15 40 "	275 40 "	15 40 "	
141,000 " 170,000 " -	325 00 "	15 40 "	340 40 "	15 40 "	
171,000 metres and above -	390 00 "	15 40 "	405 40 "	15 40 "	
Bleached—					
20,000 metres or less -	22 40 "	16 90 "	39 30 "	16 90 "	
From 21,000 to 50,000 metres -	29 90 "	16 90 "	46 80 "	16 90 "	
31,000 " 40,000 " -	44 80 "	16 90 "	61 70 "	16 90 "	
41,000 " 50,000 " -	59 80 "	17 85 "	77 65 "	17 85 "	
51,000 " 60,000 " -	74 75 "	17 85 "	92 60 "	17 85 "	
61,000 " 70,000 " -	89 70 "	17 85 "	107 55 "	17 85 "	
71,000 " 80,000 " -	104 65 "	17 85 "	122 50 "	17 85 "	
81,000 " 90,000 " -	124 55 "	18 50 "	143 05 "	18 50 "	
91,000 " 100,000 " -	149 50 "	18 50 "	168 00 "	18 50 "	
101,000 " 110,000 " -	179 40 "	18 50 "	197 90 "	18 50 "	
111,000 " 120,000 " -	209 30 "	18 50 "	227 80 "	18 50 "	
121,000 " 130,000 " -	259 20 "	18 50 "	277 70 "	18 50 "	
131,000 " 140,000 " -	299 00 "	18 50 "	317 50 "	18 50 "	
141,000 " 170,000 " -	375 75 "	18 50 "	396 25 "	18 50 "	
171,000 metres and above -	448 50 "	18 50 "	467 00 "	18 50 "	
Dyed—					
20,000 metres or less -	44 50 "	16 55 "	60 85 "	16 35 "	
From 21,000 to 50,000 metres -	51 00 "	16 55 "	67 35 "	16 35 "	
31,000 " 40,000 " -	64 00 "	16 55 "	80 35 "	16 35 "	
41,000 " 50,000 " -	77 00 "	17 30 "	94 30 "	17 30 "	
51,000 " 60,000 " -	90 00 "	17 30 "	107 30 "	17 30 "	
61,000 " 70,000 " -	103 00 "	17 30 "	120 30 "	17 30 "	
71,000 " 80,000 " -	116 00 "	17 30 "	133 30 "	17 30 "	
81,000 " 90,000 " -	144 00 "	17 90 "	159 90 "	17 90 "	
91,000 " 100,000 " -	155 00 "	17 90 "	172 90 "	17 90 "	
101,000 " 110,000 " -	181 00 "	17 90 "	198 90 "	17 90 "	
111,000 " 120,000 " -	207 00 "	17 90 "	224 90 "	17 90 "	
121,000 " 130,000 " -	233 00 "	17 90 "	250 90 "	17 90 "	
131,000 " 140,000 " -	285 00 "	17 90 "	302 90 "	17 90 "	
141,000 " 170,000 " -	350 00 "	17 90 "	367 90 "	17 90 "	
171,000 metres and above -	415 00 "	17 90 "	432 90 "	17 90 "	
Warped yarns—					
Unbleached -	Duty on single yarn increased by 50 per cent.	Scale for twisted yarns according to the kind.	Scale for twisted yarns according to the kind.	Drawback on twisted yarns according to the kind.	
Bleached -	The duty on unbleached warped yarns increased 15 per cent. (duty on twisted bleached yarn)	Scale for twisted yarns according to the kind.	Scale for twisted yarns according to the kind.	Drawback on twisted yarns according to the kind.	
Dyed -	The duty on unbleached warped yarns increased 25 c. per kil. (duty on dyed twisted yarn)	Scale for twisted yarns according to the kind.	Scale for twisted yarns according to the kind.	Drawback on twisted yarns according to the kind.	
Yarns, unbleached, bleached, or dyed in three strands or more—	fr. c.				
Single twist -	0 60 for 1000 metres	Compensatory duty on yarns unbleached, bleached, or dyed, according to the kind.	Present rate plus the compensatory duty as hereby shown.	Drawback on yarns unbleached, bleached, or dyed, according to the kind	The compensatory duties marked for cotton tissues apply to tissues in single thread
Double or cable twist -	0 12 "	Id.	Id.	Id.	They will be increased by 0 fr. 54 c. per 100 kil. for tissues composed of twisted threads in warp or in woof, and by 1 fr. 08 c. per 100 kil. for tissues composed of twisted threads both in warp and in woof
Tissues of cotton, plain, twilled, and thick, unbleached					
1st class, weighing 11 kil. or more the 100 square metres—		fr. c.	fr. c.	fr. c.	
Of 35 threads and less to the 5 square millimetres -	50 00 the 100 kil.	13 90 the 100 kil.	63 90 the 100 kil.	13 90 the 100 kil.	
Of 36 threads and above -	80 00 "	13 90 "	93 90 "	13 90 "	
2nd class, weighing from 7 to 11 kil. exclusively the 100 square metres—					
Of 35 threads and less -	60 00 "	13 90 "	73 90 "	13 90 "	
Of 36 to 43 threads -	100 00 "	13 90 "	113 90 "	13 90 "	
Of 44 threads and above -	200 00 "	13 90 "	213 90 "	13 90 "	
3rd class, weighing from 3 to 7 kil. exclusively per 100 square metres—					
Of 27 threads and less -	80 00 "	14 60 "	94 60 "	14 60 "	
Of 28 to 35 threads -	120 00 "	14 60 "	134 60 "	14 60 "	
Of 36 to 43 threads -	190 00 "	14 60 "	204 60 "	14 60 "	
Of 44 threads and above -	300 00 "	14 60 "	314 60 "	14 60 "	
4th class, weighing less than 3 kil. per 100 square metres	15 per cent. ad valorem.	15 10 "	15 per cent. plus 15 fr. 10 c. the 100 kil.	15 10 "	

Annex I. to the Treaty of Commerce and Navigation—(continued).

Description of Articles	Scale arising from the New Law				Drawbacks	Observations	
	Import Duties	Compensatory Duties for the New Taxes on Raw Materials	TOTAL AMOUNT OF DUTIES LEVYABLE				
Tissues of pure cotton, plain, drilled, on ticks—							
Bleached—							
1st class, weighing 11 kil. or more the 100 square metres—	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		
Of 35 threads and less to the 5 square millimetres—	57 50 the 100 kil.	Unfinished 16 70 Finished 15 90	74 30 the 100 kil. 73 40 "	16 70 the 100 kil. 15 90 "	16 70 the 100 kil. 15 90 "		
Of 36 threads and above -	92 00 "	Unfinished 16 70 Finished 15 90	108 70 107 90 "	16 70 15 90 "	16 70 15 90 "		
2nd class, weighing from 7 to 11 kil. exclusively the 100 square metres—							
Of 35 threads and less -	69 00 "	Unfinished 16 70 Finished 15 90	85 70 84 90 "	16 70 15 90 "	16 70 15 90 "	See the remark above on tissues composed of twisted threads	
Of 36 to 43 threads -	115 00 "	Unfinished 16 70 Finished 15 90	131 70 130 90 "	16 70 15 90 "	16 70 15 90 "		
Of 44 threads and above -	230 00 "	Unfinished 16 70 Finished 15 90	108 70 107 90 "	16 70 15 90 "	16 70 15 90 "		
3rd class, weighing from 3 to 7 kil. inclusively per 100 square metres—							
Of 27 threads and less -	92 00 "	Unfinished 17 50 Finished 16 60	109 50 108 60 "	17 50 16 60 "	17 50 16 60 "		
Of 28 to 35 threads -	138 00 "	Unfinished 17 50 Finished 16 60	155 50 154 60 "	17 50 16 60 "	17 50 16 60 "		
Of 36 to 43 threads -	218 50 "	Unfinished 17 50 Finished 16 60	235 50 235 10 "	17 50 16 60 "	17 50 16 60 "		
Of 44 threads and above -	345 00 "	Unfinished 17 50 Finished 16 60	362 50 361 60 "	17 50 16 60 "	17 50 16 60 "		
4th class, weighing less than 3 kil. per 100 square metres—	15 per cent. ad valorem	Unfinished 18 10 Finished 17 10	15 per cent. plus 18 fr. 10 c. the 100 kil. 15 per cent. plus 17 fr. 10 c. the 100 kil.	18 10 17 10 "	18 10 17 10 "		
Dyed—							
1st class, weighing 11 kil. or more the 100 square metres—	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.		
Of 35 threads and less to the 5 square millimetres—	75 00 the 100 kil.	In Turkey red 20 75 Others 19 35	95 75 the 100 kil. 94 35 "	20 75 19 35 "	20 75 19 35 "		
Of 36 threads and above -	105 00 "	In Turkey red 20 75 Others 19 35	125 75 124 35 "	20 75 19 35 "	20 75 19 35 "		
2nd class, weighing from 7 to 11 kil. exclusively the 100 square metres—							
Of 35 threads and less -	85 00 "	In Turkey red 20 75 Others 19 35	105 75 104 35 "	20 75 19 35 "	20 75 19 35 "		
Of 36 to 43 threads -	125 00 "	In Turkey red 20 75 Others 19 35	145 75 144 35 "	20 75 19 35 "	20 75 19 35 "		
Of 44 threads and above -	225 00 "	In Turkey red 20 75 Others 19 35	245 75 244 35 "	20 75 19 35 "	20 75 19 35 "		
3rd class, weighing from 3 to 7 kil. inclusively the 100 square metres—							
Of 27 threads and less -	105 00 "	In Turkey red 21 60 Others 20 15	126 60 125 15 "	21 60 20 15 "	21 60 20 15 "		
Of 28 to 35 threads -	145 00 "	In Turkey red 21 60 Others 20 15	166 60 165 15 "	21 60 20 15 "	21 60 20 15 "		
Of 36 to 43 threads -	215 00 "	In Turkey red 21 60 Others 20 15	236 60 235 15 "	21 60 20 15 "	21 60 20 15 "		
Of 44 threads and above -	325 00 "	In Turkey red 21 60 Others 20 15	346 60 345 15 "	21 60 20 15 "	21 60 20 15 "		
4th class, weighing less than 3 kil. per 100 square metres -	15 per cent. ad valorem	In Turkey red 22 20 Others 20 70	15 per cent. ad valorem plus 22 fr. 20 c. the 100 kil. 15 per cent. ad valorem plus 20 fr. 70 c. the 100 kil.	22 20 20 70 "	22 20 20 70 "		
#							
Printed tissues of pure cotton, plain, twilled, and ticks	15 per cent. ad valorem	Weighting 7 kil. or more— Turkey red 25 75 Others 19 35 Weighting 5 to 7 kil.— Turkey red 21 60 Others 20 15 Weighting less than 5 kil.— Turkey red 22 20 Others 20 70	15 per cent. ad valorem plus 30 fr. 75 c. the 100 kil. 15 per cent. ad valorem plus 19 fr. 35 c. the 100 kil. 15 per cent. ad valorem plus 21 fr. 60 c. the 100 kil. 15 per cent. ad valorem plus 20 fr. 15 c. the 100 kil. 15 per cent. ad valorem plus 22 fr. 20 c. the 100 kil. 15 per cent. ad valorem plus 20 fr. 70 c. per 100 kil.	20 75 19 35 21 60 20 15 22 20 20 70	20 75 19 35 21 60 20 15 22 20 20 70		
Velvets—							
Made as silk velvet—	fr. c.	fr. c.	fr. c.				
Unbleached -	85 00 the 100 kil.	15 90 the 100 kil.	98 90 the 100 kil.	15 90	15 90		
Dyed or printed -	110 00 "	19 35 "	129 35 "	19 35	19 35		
Others (corals, moleskins, &c.)—							
Unbleached -	60 00 "	15 90 "	75 90 "	15 90	15 90		
Dyed or printed -	85 00 "	Moleskins weighing 25 kil. or less - 17 95 Others - 19 35 Unbleached 15 90	102 95 104 35 "	17 95 19 35 "	17 95 19 35 "		
Quiltings, dimities, stripes and checks, damasks and brilliants -	15 per cent. ad valorem	Others: same compensatory duties as for tissues, plain, bleached, dyed, or printed, according to the class	Present duty increased by the compensatory duty on tissues, plain, or bleached, dyed, or printed, according to the class	Same drawbacks as on tissues plain, bleached, dyed, or printed, according to the class	Same drawbacks as on tissues plain, bleached, dyed, or printed, according to the class		

Annex 1. to the Treaty of Commerce and Navigation - (continued).

Description of Articles ;	Scale arising from the New Law			Drawbacks	Observations
	Import Duties	Compensatory Duties for the New Taxes on Raw Materials	TOTAL AMOUNT OF DUTIES PAYABLE		
Cotton blankets - - - -	15 per cent. <i>ad valorem</i> .	Compensatory duty on tissues plain, unbleached, bleached, dyed, or printed, according to the class	Present duties increased by the compensatory duties on tissues, plain, unbleached, or bleached, dyed, or printed, according to the class	Same drawbacks as on tissues plain, bleached, dyed, or printed, according to the class	
Plain or embroidered nets - - -	15 "	Id.	Id.	Id.	
Gauzes and muslins, embroidered or figured, for furniture or hangings - - -	10 "	Id.	Id.	Id.	
Articles wholly or in part made up - -	15 "	Id.	Id.	Id.	
Articles not classed - - - -	15 "	Id.	Id.	Id.	
Hand embroidery - - - -	10 "	Id.	Id.	Id.	
Lace and cotton blond - - - -	5 "	Id.	Id.	Id.	
Threads of cotton mixed, in which cotton predominates - - - -	Same duties as threads of pure cotton	Scale for pure cotton threads	Scale for pure cotton threads	Scale for pure cotton threads	
Tissues of cotton mixed, in which cotton predominates - - - -	15 per cent. <i>ad valorem</i>	3 per cent. <i>ad valorem</i>	15 per cent. <i>ad valorem</i> plus the compensatory duty as shown hereby	Same drawbacks as on tissues of pure cotton	
Wool - - - -	In grease—(1) fr. c.		In grease— fr. c.		
1st category 7 00	15 00		1st category 7 00		
2nd " 5 00	10 00		2nd " 5 00		
3rd " 3 00	5 00		3rd " 3 00		
Washed on the back - (1) fr. c.			Washed on the back— fr. c.		
1st category 14 00	15 00		1st category 14 00		
2nd " 10 00	10 00		2nd " 10 00		
3rd " 6 00	5 00		3rd " 6 00		
Hot-washed—(1) fr. c.			Hot-washed— fr. c.		
1st category 17 00	15 00		1st category 17 00		
2nd " 12 00	10 00		2nd " 12 00		
3rd " 7 00	5 00		3rd " 7 00		
Wool waste—	10 00 the 100 kil.		10 00 the 100 kil.		
Other than locks, flock, shearings, &c. -	3 00 "		3 00 "		
Locks, flock, shearings, &c. ('bourre, lanice, et tonilisse') - - -	5 00 "		5 00 "		
Woolen rags - - - -	25 00 "	2 per cent. <i>ad valorem</i>	25 00 " plus 1 per cent. <i>ad val.</i>		
Dyed wool in masses - - - -	25 00 "	2 "	25 00 "		
Combed wool, dyed or not - - -	25 00 "	2 "	25 00 "		
Single yarns of pure wool, bleached or not, containing in the kilogramme—					
10,000 metres or less - - -	10 00 "	2 "	10 00 "		
From 11,000 to 15,000 - - -	15 00 "	2 "	15 00 "		
" 16,000 " 20,000 - - -	20 00 "	2 "	20 00 "		
" 21,000 " 30,000 - - -	25 00 "	2 "	25 00 "		
" 31,000 " 40,000 - - -	35 00 "	2 "	35 00 "		
" 41,000 " 50,000 - - -	45 00 "	2 "	45 00 "		
" 51,000 " 60,000 - - -	55 00 "	2 "	55 00 "		
" 61,000 " 70,000 - - -	65 00 "	2 "	65 00 "		
" 71,000 " 80,000 - - -	75 00 "	2 "	75 00 "		
" 81,000 " 90,000 - - -	85 00 "	2 "	85 00 "		
" 91,000 " 100,000 - - -	95 00 "	2 "	95 00 "		
101,000 and beyond - - -	100 00 "	2 "	100 00 "		
Single woollen yarns dyed—					
30,000 metres or less - - -	50 00 "	2 "	50 00 "		
From 31,000 to 40,000 - - -	60 00 "	2 "	60 00 "		
From 41,000 to 50,000 - - -	70 00 "	2 "	70 00 "		
" 51,000 " 60,000 - - -	80 00 "	2 "	80 00 "		
" 61,000 " 70,000 - - -	90 00 "	2 "	90 00 "		
" 71,000 " 80,000 - - -	100 00 "	2 "	100 00 "		
" 81,000 " 90,000 - - -	110 00 "	2 "	110 00 "		
" 91,000 " 100,000 - - -	120 00 "	2 "	120 00 "		
101,000 and beyond - - -	125 00 "	2 "	125 00 "		
Double woollen yarns for weaving and trimmings—					
Bleached or not—					
30,000 metres or less - - -	32 50 "	2 "	32 50 "		
From 31,000 to 40,000 - - -	45 50 "	2 "	45 50 "		
" 41,000 " 50,000 - - -	58 50 "	2 "	58 50 "		
" 51,000 " 60,000 - - -	71 50 "	2 "	71 50 "		
" 61,000 " 70,000 - - -	84 50 "	2 "	84 50 "		
" 71,000 " 80,000 - - -	97 50 "	2 "	97 50 "		
" 81,000 " 90,000 - - -	110 50 "	2 "	110 50 "		
" 91,000 " 100,000 - - -	123 50 "	2 "	123 50 "		
101,000 and beyond - - -	130 00 "	2 "	130 00 "		
Dyed—					
30,000 metres or less - - -	57 50 "	2 "	57 50 "		
From 31,000 to 40,000 - - -	70 50 "	2 "	70 50 "		
" 41,000 " 50,000 - - -	83 50 "	2 "	83 50 "		
" 51,000 " 60,000 - - -	96 50 "	2 "	96 50 "		
" 61,000 " 70,000 - - -	109 50 "	2 "	109 50 "		
" 71,000 " 80,000 - - -	122 50 "	2 "	122 50 "		
" 81,000 " 90,000 - - -	135 50 "	2 "	135 50 "		
" 91,000 " 100,000 - - -	148 50 "	2 "	148 50 "		
101,000 and beyond - - -	155 00 "	2 "	155 00 "		
Double woollen yarns for embroidery—					
Bleached or not—					
30,000 metres or less - - -	50 00 "	2 "	50 00 "		
From 31,000 to 40,000 - - -	70 00 "	2 "	70 00 "		
" 41,000 " 50,000 - - -	90 00 "	2 "	90 00 "		
" 51,000 " 60,000 - - -	110 00 "	2 "	110 00 "		
" 61,000 " 70,000 - - -	130 00 "	2 "	130 00 "		
" 71,000 " 80,000 - - -	150 00 "	2 "	150 00 "		
" 81,000 " 90,000 - - -	170 00 "	2 "	170 00 "		
" 91,000 " 100,000 - - -	190 00 "	2 "	190 00 "		
101,000 and beyond - - -	200 00 "	2 "	200 00 "		
Dyed—					
30,000 metres or less - - -	75 00 "	2 "	75 00 "		
From 30,000 to 40,000 - - -	95 00 "	2 "	95 00 "		
" 41,000 " 50,000 - - -	115 00 "	2 "	115 00 "		
" 51,000 " 60,000 - - -	135 00 "	2 "	135 00 "		
" 61,000 " 70,000 - - -	155 00 "	2 "	155 00 "		

(1) Not including the 'surtaxe d'entrepôt'.

Annex I. to the Treaty of Commerce and Navigation—(continued).

Description of Articles	Scale arising from the New Law			Drawbacks	Observations
	Import Duties	Compensatory Duties for the New Taxes on Raw Materials	TOTAL AMOUNT OF DUTIES LEVIABLE		
Double woollen yarns for embroidery— <i>Dyed (continued)</i>					
From 71,000 to 80,000	fr. c. 175 00 the 100 kil.	2 per cent. <i>ad valorem</i>	fr. c. 175 00 per 100 kil., plus 2 per cent.	Nil.	
" 81,000 " 90,000	190 00 "	2 "	195 00 "	"	
" 91,000 " 100,000	215 00 "	2 "	215 00 "	"	
101 000 and beyond	225 00 "	2 "	225 00 "	"	
Tissues of pure wool	10 per cent. <i>ad valorem</i>	2 "	12 per cent. <i>ad valorem</i>	"	
Felts of all kinds	10 "	2 "	12 "	"	
Blankets of pure wool	10 "	2 "	12 "	"	
Carpets of all kinds	10 "	2 "	12 "	"	
Hosiery of pure wool	10 "	2 "	12 "	"	
Haberdashery of pure wool	10 "	2 "	12 "	"	
Ribbons of wool	10 "	2 "	12 "	"	
Laces, woollen	10 "	2 "	12 "	"	
List shoes	10 "	2 "	12 "	"	
Articles not enumerated	10 "	2 "	12 "	"	
Cloth list of all kinds, in pieces or not	5 fr. the 100 kil.	"	5 fr. the 100 kil.	"	
Ready-made clothes—					
New	10 per cent. <i>ad valorem</i>	2 "	12 per cent. <i>ad valorem</i>	"	
Old	20 fr. the 100 kil.	2 "	20 per 100 kil., plus 2 per cent.	"	
Yarns and tissues of alpaca, llama, or vicuña, pure or mixed with wool	Scale for woollen yarns and tissues	Scale for woollen yarns and tissues	Scale for woollen yarns and tissues	"	
Yarns of wool, alpaca, llama, or vicuña, mixed with other materials, the wool, alpaca, &c., predominating in weight	Scale for woollen yarns	Scale for woollen yarns	Scale for woollen yarns	"	
Tissues of wool, alpaca, llama, or vicuña, mixed with other materials, the wool, alpaca, &c., predominating in weight	Scale for woollen tissues	2 per cent. <i>ad valorem</i>	Present duty increased by the compensatory duty as shown here	"	
Yarns of goats' hair (Mohairs)	24 fr. the 100 kil.	Nil	24 fr. the 100 kil.	"	
Tissues of Goats' hair (Mohairs) other than Indian cashmere shawls or scarfs	Present rate (10 per cent. <i>ad valorem</i>)	Nil	Present rate (10 per cent. <i>ad valorem</i>)	"	
SILKS.					
Silk in cocoons	fr. c. 0 25 the kil.	"	fr. c. 0 25 the kil.	"	
Raw	1 25 "	"	1 25 "	"	
Dupions—	0 50 "	"	0 50 "	"	
Thrown	2 50 "	"	2 50 "	"	
Worked dupions—	1 00 "	"	1 00 "	"	
Dyed—					
For sewing, embroidery, or lace	"	2 fr. the kil.	2 00 "	"	
Others	"	2 "	2 00 "	"	
Waste silk	"	"	"	"	
In mass	0 15 "	"	0 15 "	"	
Combed	0 50 "	"	0 50 "	"	
Silk thread, single and twisted, unbleached, bleached, blue, or dyed—					
Of 80,000 metres single, or less, to the kil.	2 00 "	"	2 00 "	"	
Of 81,000 metres, single, or more, to the kil.	2 00 "	"	2 00 "	"	
Tissues, hosiery, and lace of pure silk	"	2 fr. the kil.	2 00 "	"	
Crapes, called English, unbleached, black, or coloured	"	2 "	2 00 "	"	
Net—					
Plain, unbleached	"	2 "	2 00 "	"	
Dressed	"	2 "	2 00 "	"	
Figured, unbleached, or dressed	"	2 "	4 00 "	"	
Tissues of pure waste silk, of silk, and of waste silk, unbleached, bleached, dyed, or printed	2 00 the kil.	2 "	"	"	
Tissues, haberdashery, and lace of silk or of waste silk—					
With fine gold or silver	12 00 "	2 "	14 00 "	"	
With semi-fine or false gold or silver	5 50 "	2 "	5 50 "	"	
Tissues of silk or of waste silk, mixed with other materials, in which the silk or waste silk predominates in weight	3 00 "	2 "	"	"	
Ribbons of silk or of waste silk—					
Of velvet	5 00 "	2 "	7 00 "	"	
Others	4 00 "	2 "	6 00 "	"	
Mixed with other materials, silk or waste silk predominating in weight	10 per cent. <i>ad valorem</i>	2 "	10 per cent. <i>ad valorem</i> , plus 2 fr. the kil.	"	
GLASS AND CRYSTAL WARE.					
Broken glass and cullet	fr. c. 0 40 the 100 kil.	"	fr. c. 0 40 the 100 kil.	"	
Rock crystal, rough or worked	0 50 the kil.	"	0 50 the kil.	"	
EARTHENWARE AND POTTERY.					
Common ware—					
Square tiles	0 20 the 100 kil.	"	0 20 the 100 kil.	"	
Bricks	0 10 "	"	0 10 "	"	
Ordinary tiles	0 10 "	"	0 10 "	"	
Round or roofing tiles	0 20 "	"	0 20 "	"	
CHEMICAL PRODUCTS.					
Iodine	60 00 "	"	60 00 per 100 kil.	"	
Bromine	25 00 "	"	25 00 "	"	
Acids—					
Nitric	1 00 "	"	1 00 "	"	
Benzolic	80 00 "	"	80 00 "	"	
Boracic	6 00 "	"	6 00 "	"	
Chloric	12 00 "	"	12 00 "	"	
Arsenic	5 50 "	"	5 50 "	"	
Lemon Juice	1 00 "	"	1 00 "	"	
Oxides—					
Of zinc, grey.	3 50 "	"	3 50 "	"	
Of tin	15 00 "	"	15 00 "	"	
Of uranium	80 00 "	"	80 00 "	"	
Of copper	12 50 "	"	12 50 "	"	

Annex I. to the Treaty of Commerce and Navigation—(continued).

Description of Articles	Scale arising from the New Law			Drawbacks	Observations
	Import Duties	Compensatory Duties for the New Taxes on Raw Materials	TOTAL AMOUNT OF DUTIES LEVIABLE		
	fr. c.		fr. c.	Nil.	
Zaffre and other combinations of cobalt	7 00 per 100 kil.	..	7 00 per 100 kil.	..	
Sulphuret of arsenic	5 75 ..	..	5 75 ..	..
Chloride of potassium	50 00 ..	..	50 00 ..	..
Iodide of potassium	1 50 ..	..	1 50 ..	..
Carbonate of potash	1 50 ..	..	1 50 ..	..
Nitrate of potash	1 50 ..	..	1 50 ..	..
Borax, raw	2 50 ..	..	2 50 ..	..
Nitrate of soda	1 00 ..	..	1 00 ..	..
Citrate of lime	1 00 ..	..	1 00 ..	..
Sulphate of magnesia	2 00 ..	..	2 00 ..	..
Carbonate of magnesia	15 00 ..	..	15 00 ..	..
Sugar of milk	12 00 ..	..	12 00 ..	..
Alumina	5 50 ..	..	5 50 ..	..
Oxide of lead—		fr. c.			
Litharge in bulk	2 00 ..	15 00 per 100 kil.(1)	2 00 ..	10 fr. per 100 kil.	(1) The compensatory duty has been fixed at 15 fr. although the drawback is only 10 fr. Account has been taken of the use which is made of oleic acid in the making of soaps, for which the drawback is calculated on the import duty of 18 fr., representing the average of the duties on oils and oleic acid
Litharge in ashes or powder	4 00 ..	..	4 00 ..	..
Carbonate of lead	5 75 ..	..	5 75 ..	..
Oleic acid	Nil.	..	15 00 ..	10 fr. per 100 kil.	
Turmeric, in powder	5 00 per 100 kil.	11 00 ..	5 00 ..	..
Soap, ordinary and for perfumery	6 00 ..	..	17 00 ..	..
Bichromate of potash	25 00 ..	..	25 00 ..	10 per cent. <i>ad valorem</i> , plus 1 fr. 50 c. the 100 kil.	
Chromates of lead	10 per cent. <i>ad valorem</i> .	1 50 per 100 kil.	10 per cent. <i>ad valorem</i> , plus 1 fr. 50 c. the 100 kil.	Nil.	
Colours not specified, dry, in paste and liquid	Derived from essence of coal, 3 fr. the kil. Powdered oxide of lead, 5 fr. 75 c. the 100 kil. Other, 10 per cent. <i>ad valorem</i> .	..	5 75 the 100 kil.	..	
Stearic acid	Nil.	35 00 per 100 kil.	35 00 the 100 kil.	35 00 the 100 kil.	
Glue and gelatine	6 00 the 100 kil.	..	6 00 ..	..
Orchilla dyes of all kinds	20 00 ..	..	20 00 ..	..
Tin salts	5 per cent. <i>ad valorem</i> .	5 00 per 100 kil.	5 per cent. <i>ad valorem</i> , the 100 kil.	..	
Ether and chloroform	3 00 the kil.	..	3 00 the kil.	..	
Methylene	2 00 ..	..	2 00 ..	..
Vermilion	12 50 the 100 kil.	..	12 50 the 100 kil.	..	
Potassium	1 50 ..	..	1 50 ..	..
Gallie acid	1 50 the kil.	..	1 50 the kil.	..	
Tannic acid	7 00 ..	..	7 00 ..	..
Sulphate of baryta	0 20 the 100 kil.	..	0 20 the 100 kil.	..	
Carbonate of baryta	0 20 ..	..	0 20 ..	..
Borate of lime	2 00 ..	..	2 00 ..	..
Aniline	5 00 the kil.	..	5 00 the kil.	1 50 the 100 kil.	
Other derivatives of essence of coal	5 00 ..	..	5 00 ..	..
Acetate of copper	..	5 00 the 100 kil.	5 per cent. plus 3 fr. the 100 kil.	..	
Sulphate of copper	5 per cent. <i>ad valorem</i>	2 25 ..	5 per cent. plus 2 fr. 25 c. the 100 kil.	..	
Sulphate of zinc	..	0 75 ..	5 per cent. plus 75 c. the 100 kil.	..	
VARIOUS ARTICLES.					
Artificial flowers	20 per cent. <i>ad valorem</i>	..	20 per cent. <i>ad valorem</i>	..	
Modes	20 per cent. <i>ad valorem</i>	..	20 per cent. <i>ad valorem</i>	..	
Mercery, all kinds	20 per cent. <i>ad valorem</i> fr. c.	..	20 per cent. <i>ad valorem</i>	..	
Buttons, fine or common, other than haberdashery	common - 0 70 the kil. fine - 2 00 the kil.	..	0 fr. 70 c. the 100 kil. 2 fr. 00 c. ..	..
Musical instruments and parts of instruments	20 per cent.	fr. c. Copper instruments - 7 75 the 100 kil. Copper pins - 7 75 Brass - 7 00 Others - Nil.	Of copper, 20 per cent. plus 7 fr. 75 c. the 100 kil. Others, 20 per cent. Of copper, 57 fr. 75 c. the 100 kil. Of brass, 57 fr. the 100 kil. Others, 50 fr. 100 kil.	7 75 the 100 kil. .. 7 75 the 100 kil. 7 00 .. Nil.	
Pins of all kinds	fr. c. 50 00 the 100 kil.	..	..	..
India-rubber manufactures—					
Pure or mixed	20 00 ..	50 00 the 100 kil.	70 00 the 100 kil.	..	
Applied upon tissues in pieces or upon other materials	100 00 ..	50 00 ..	150 00 ..	..
Made-up wearing apparel	120 00 ..	50 00 ..	170 00 ..	..
In elastic tissues of any dimensions	200 00 ..	50 00 ..	250 00 ..	..
Boots and shoes	60 00 ..	..	110 00 ..	..
N.B.—Articles of gutta-percha pay the same duties as india-rubber					
Oil and floor-cloth—					
For packing	5 00 ..	Compensatory duty applicable to the tissue of which they are formed	Present duties augmented by the compensatory duty on the tissue of which they are formed	Of cotton.—Drawback applicable to the tissue of which they are formed	
For furniture, hangings, and other purposes	15 00 ..	..	fr. c. 60 00 the 100 kil.	Others.—Nil.	
Sealing wax	50 00 ..	..	..	..
Ink for drawing	100 00 ..	..	100 00 ..	..

Annex I. to the Treaty of Commerce and Navigation—(continued).

Description of Articles	Scale arising from the New Law			Drawbacks	Observations
	Import Duties	Compensatory Duties for the New Taxes on Raw Materials	TOTAL AMOUNT OF DUTIES LEVIABLE		
	fr. c.	fr. c.	fr. c.		
Cordage and cables - - -	20 00 per 100 kil.	Rope, yarn, cords, and cables, tarred 3 00	23 00 per 100 kil.	Nil.	
		Rope, yarn, cords and cables, not tarred - - 2 50	22 50 "		
		Twine - - 3 40	23 40 "		
Fishing nets - - -	20 00 "	Of hemp - 4 00	24 00 "		
		Of cotton—Scale for the yarns of which they are made	Present duty (½ fr. the 100 kil.) increased by the compensatory duty on the yarns of which they are made	Same drawback as on yarns of which they are made.	
			fr. c.		
Fresh-water fish - - -	15 00 "		15 00 the 100 kil.	Nil.	
Sea fish - - -					
Fresh - - -	15 00 "		15 00 "		
Dry, salted, or smoked - - -	10 00 (present rate)		10 00 "		
Sauces and pickles - - -	80 00 "		80 00 "		
Cheeses, hard - - -	18 00 "		18 00 "		
Beer - - -	7 00 (the hectolitre including the tax on consumption, 3 fr. 60 c.)		7 00 per hectolitre (including the tax on consumption, 3 fr. 60 c.)		
Molasses (1)—					
Containing less than 50 per cent. of saccharine matter - - -	21 45 the 100 kil.		21 45 the 100 kil.		
Containing more than 50 per cent. of saccharine matter - - -	63 00		63 00 "		
	(Laws of July 8, 1871, and Jan. 25, 1872)				
Alcohol, per 100 degrees (exclusive of Excise duty) - - -	15 00 per hectolitre		15 00 the hectolitre		
Slates—					
For roofing - - -	1 60 per 100 kil.		1 60 the 100 kil.		
In squares or slabs - - -	2 00 "		2 00 "		

(L. S.) GRANVILLE.
(L. S.) CH. GAVARD.
(L. S.) J. OZENNE.

Louvain, November 5, 1872.

Annex II. to the Treaty of Commerce and Navigation of November 5, 1872.

List of Articles of Merchandise, together with the Rates of Duty with which they are chargeable on Importation into the United Kingdom.

	Duty £ s. d.
Almonds, paste of - - - per cwt.	0 4 8
Beer and ale, viz.—	
Mum - - - per barrel of 56 galls.	1 1 0
Spruce, the worts of which were, before fermentation, of a specific gravity—	
Not exceeding 1,190 degrees per barrel of 56 galls.	1 1 0
Exceeding 1,190 degrees - - -	1 4 0
Of other sorts, viz.—	
The worts of which were, before fermentation, of a specific gravity—	
Not exceeding 1,065 degrees per barrel of 56 galls.	0 8 0
Exceeding 1,065 and not exceeding 1,090 degrees - - -	0 11 0
Exceeding 1,090 degrees - - -	0 16 0
Cards, playing - - - per dozen packs	0 3 9
Cherries, dried - - - per cwt.	0 4 8
Chicory, or any other vegetable matter applicable to the uses of chicory or coffee, viz.—	
Raw or kiln-dried - - - per cwt.	0 13 3
Roasted or ground - - - per lb.	0 0 2
Chloroform - - - - -	0 3 0
Cocoa - - - - -	0 0 1
Husks and shells - - - per cwt.	0 2 0
Paste or chocolate - - - per lb.	0 0 2
Coffee - - - - -	0 14 0
Kiln-dried, roasted or ground - - - per lb.	0 0 2
Colloidion - - - - -	1 4 0
Combs, dry - - - - -	0 4 8
Confectionery, not otherwise enumerated - - -	0 4 8
Currants - - - - -	0 7 0
Resins of spruce - - - for every 1000, value 10 0 0	
Fishes - - - - -	per gallon 1 5 0
Figs and fig cake - - - per cwt.	0 7 0
Ginger, preserved - - - - -	0 4 8
Malt - - - - -	per quarter 1 5 0
Marmalade - - - - -	per cwt. 0 4 8
Naptha, purified by any process - - - per proof gallon	0 10 5
Pickles, preserved in vinegar - - - per gallon	0 0 1
Plate, viz.—	
Of gold - - - - -	0 17 0
Of silver, gilt or ungit - - - per oz. troy	0 1 6
N.B.—Battered, to be entered as bullion.	
Plums, viz.—	
Commonly called French plums and prunelloses per cwt.	0 7 0
Dried or preserved (except in sugar), not otherwise enumerated - - - per cwt.	0 7 0
Preserved in sugar - - - - -	0 4 8
Prunes - - - - -	0 7 0
Raisins - - - - -	0 7 0

	Duty £ s. d.
Spirits and strong waters, viz.—	
Spirits and strong waters, not being sweetened or mixed with any article so that the degree of strength thereof cannot be ascertained by Sykes' hydrometer, for every gallon of the strength of proof by such hydrometer, and so in proportion for any greater or less strength than the strength of proof, and for any greater or less quantity than a gallon, viz.—	
Geneva - - - - - per gallon	0 10 5
Rum of and from any foreign country, being the country of its production - - - per gallon	0 10 2
Rum from any country not being the country of its production - - - - -	0 10 5
Tafia and of from any Colony of France - - -	0 10 2
Rum and spirits of and from a British Possession in America or the Island of Mauritius, and rum of and from any British Possession within the limits of the East India Company's Charter, in regard to which the conditions of the Act 4 Vict., cap. 8, have or shall have been fulfilled - - - per gallon	0 10 2
Unenumerated - - - - -	0 10 5
Other spirits, being sweetened or mixed, so that the degree of strength cannot be ascertained as aforesaid, viz.—	
Rum shrub, liqueurs, and cordials, of and from a British Possession in America or the Island of Mauritius, or a British Possession within the limits of the East India Company's Charter, in regard to which the conditions of the Act 4 Vict., cap. 8, have or shall have been fulfilled - - - per gallon	0 10 2
Perfumed spirits and Cologne water - - -	0 16 6
Unenumerated - - - - -	0 14 0
Spirits or strong waters imported into United Kingdom, mixed with any ingredient, and although thereby coming under some other designation, except varnish, shall nevertheless be deemed to be spirits or strong waters, and be subject to duty as such.	
Succades, including all fruits and vegetables preserved in sugar, not otherwise enumerated - - - per cwt.	0 4 8
Sugar, viz.—	
Candy, brown or white, refined sugar, or sugar rendered by any process equal in quality thereto, and manufactures of refined sugar - - - per cwt.	0 6 0
Not equal to refined, viz.—	
First class - - - - - per cwt.	0 5 8
Second class - - - - -	0 5 3
Third class - - - - -	0 4 9
Fourth class, including cane juice - - -	0 4 0
Molasses - - - - -	0 1 6
Tea - - - - -	per lb. 0 0 6
Tobacco	
Unmanufactured, viz.—	
Stemmed or stripped—	
Containing 10 lbs. or more of moisture in every 100 lbs. weight thereof - - - per lb.	0 3 0
with 5% per cent. thereon	

Tobacco (continued)—		Duty £ s. d.	
Containing less than 10 lbs. of moisture in every 100 lbs. weight thereof	per lb.	0	3 6
Unstemmed—			
Containing less than 10 lbs. of moisture in every 100 lbs. weight thereof	per lb.	0	3 0
Containing less than 10 lbs. of moisture in every 100 lbs. weight thereof	per lb.	0	3 6
Manufactured, viz.—			
Cigars	per lb.	0	5 0
Cavendish or negrohead	per lb.	0	4 6
Snuff, containing more than 13 lbs. of moisture in every 100 lbs. weight thereof	per lb.	0	3 9
“ not containing more than 13 lbs. of moisture in every 100 lbs. weight thereof	per lb.	0	4 6
Other manufactured tobacco	per lb.	0	4 0
Cavendish or negrohead tobacco, manufactured in bond in the United Kingdom from unmanufactured tobacco, on the entry thereof for home consumption	per lb.	0	4 0
Varnish, containing any quantity of alcohol or spirit	per gallon	0	12 0
Vinegar	per gallon	0	0 3
Wine containing less than the following rates of proof spirits verified by Sykes' hydrometer, viz.—			
Imported in casks or bottles—		26 DEGREES.	42 DEGREES.
Red	per gallon	0 1 0	0 2 6
White	per gallon	0 1 0	0 2 6
Less of such wine	per gallon	0 0 0	0 2 6
And an additional duty of 5d. per gallon for every degree of strength beyond the highest above specified.			

—N.B.—Goods not prohibited to be imported into or used in Great Britain or Ireland, composed of any article liable to duty as a part or ingredient thereof, are chargeable with the full duty payable on such article, or if composed of more than one article liable to duty, then with the full duty payable on the article charged with the highest rate of duty. (See 23 and 24 Vict., cap. 110.)

All goods not enumerated in the List are free of duty at the present date—September 1872.
London, November, 5, 1874.

(L.S.) GRANVILLE.
(L.S.) CH. GAVARD.
(L.S.) J. OZENNE.

Treaty of Commerce and Navigation between Great Britain and France.

Signed at Versailles, July 23, 1873.

Ratifications exchanged at Paris,
August 4, 1873.

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland and the President of the French Republic, being equally animated with the desire to draw closer the ties of friendship which unite the two countries, and of placing on a satisfactory footing the commercial and maritime relations between the two States, have, with this object, determined to conclude a treaty of commerce and navigation, and they have accordingly appointed their respective Plenipotentiaries, that is to say:

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable Richard Bickerton Pemell Lord Lyons, a Peer of the United Kingdom of Great Britain and Ireland, Knight Grand Cross of the Most Honourable Order of the Bath, one of her Britannic Majesty's Most Honourable Privy Council and her said Majesty's Ambassador Extraordinary and Plenipotentiary to the French Republic, &c., &c., &c.;

And the President of the French Republic, M. le Duc de Broglie, Minister for Foreign Affairs, Vice-President of the Council, Chevalier of the National Order of the Legion of Honour, &c., &c., &c.;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon the following Articles:—

ART. I. The Treaty of Commerce concluded on January 23, 1860, between the United Kingdom of Great Britain and Ireland and France, as also the Supplementary Conventions of October 12, and November 16, of the same year, are again put in force in all their stipulations and in their full tenour, and shall continue to have effect as before the Act of Denunciation of March 15, 1872.

The high contracting parties guarantee to each other reciprocally, as well in the United

Kingdom as in France and Algeria, the treatment in all respects, of the most favoured nation.

It is, therefore, understood that, in conformity with the stipulations of Article XIX. of the Treaty of Commerce, concluded on January 23, 1860, and of Art. V. of the Supplementary Convention of November 16 of the same year, each of the high contracting parties engages to give the other, immediately and unconditionally, the benefit of every favour or immunity, every privilege or reduction of tariff in regard to the importation of merchandise, whether mentioned or not in the Treaty and Conventions of 1860, which have been or may be conceded by one of the high contracting parties to any foreign nation whatsoever, whether within or beyond Europe.

It is likewise understood that, in all that relates to transit, warehousing, exportation, re-exportation, local dues, brokerage, customs, formalities, samples, designs for manufactures, and likewise in all matters relating to the exercise of commerce and industry, British subjects in France or in Algeria, and French in the United Kingdom, shall enjoy the treatment of the most favoured nation.

ART. II. British ships and their cargoes shall, in France and in Algeria, and French ships and their cargoes shall, in the United Kingdom of Great Britain and Ireland, from whatever place arriving, and whatever may be the place of origin or destination of their cargoes, be treated in every respect as national ships, and their cargoes.

The coasting trade, however, is excepted from the preceding stipulation, and remains subject to the respective laws of the two countries.

ART. III. The high contracting parties agree to settle by means of a Supplementary Convention, the ratifications of which shall be exchanged before January 31st, 1874, such arrangements as may appear to them to be necessary in regard to consular attributions, to transit and customs regulations affecting entry of goods, expertise, samples, and any other matters of the like nature, and they agree, moreover, to substitute this Supplementary Convention for the stipulations about similar matters comprised in the treaties and conventions of 1860.

ART. IV. Mineral oils of British origin shall be admitted into France and Algeria from January 1, 1874, or sooner, if possible, at a customs duty of five per cent., that is to say, at the rate of duty levied previously to the passing of the law of July 8, 1871. It is, nevertheless, agreed that the said oils shall, in conformity with the stipulations of Art. IX. of the treaty of January 23, 1860, again put into force by Art. I. of the present treaty, be likewise subject to the duty of 5 fr. or 8 fr. per 100 kilog. established on crude or refined oils by the law of September 16, 1871, or that which may be hereafter levied on the like oils manufactured in France.

A commission, consisting of one member on the part of each Government, shall meet at Paris immediately after the ratification of the present treaty, in order to settle, as hereinafter directed, questions concerning duties levied in France on British mineral oils, as well as to consider and report on any other questions which the high contracting parties agree, or shall agree, to refer to it.

The benefit of the above provisions shall be extended to British mineral oils, to be supplied to persons in France under contracts entered into before the promulgation of the law of July 8, 1871.

The Commission shall examine how far it would be possible to effect reimbursement of duties levied in excess of the duty of five per cent., and the tax of 5 fr. or 8 fr. per 100 kilog. above referred to, in the case of British mineral oils introduced into France since the promulgation of the law of July 8, 1871, otherwise than in pursuance of contracts previously entered into.

In regard to the contracts above referred to, the settlement shall include indemnification for actions for breaches of contracts entered into before the enforcement of the law of July 8, 1871.

The high contracting parties, before the exchange of the ratifications of the present treaty, shall name some third person to act as Arbitrator in regard to any points in connexion with the questions above referred to which relate to mineral oils and on which the Commissioners may themselves differ in opinion. The Commission shall refer any such points to the arbitrator, whose decision shall be binding on the Commissioners, and shall be reported by them accordingly.

The high contracting parties shall forthwith carry out the decision come to by the Commission or by the arbitrator.

ART. V. The present treaty shall remain in force until June 30, 1877. In case neither of the two high contracting parties should have notified twelve months before the said date the intention of putting an end to it, it shall remain binding until the expiration of one year from the day on which either of the two high contracting parties shall have denounced it.

ART. VI. The President of the French Republic engages to apply to the National Assembly for the necessary authorization to ratify and give effect to the present treaty immediately after its signature.

The ratifications shall be exchanged at Paris as soon as possible, and the treaty shall immediately come into force.

In witness whereof the respective Plenipotentiaries have signed the present treaty, and have thereto affixed the seals of their arms.

Done in duplicate at Versailles, July 23rd, in the year of our Lord 1873.

(L.S.) LYONS.
(L.S.) BROGLIE.

Treaty between Her Majesty and the Sultan of Muscat for the abolition of the Slave Trade.

Signed at Muscat, April 14, 1873.

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Highness the Seyyid Toorkee-bin-Said Sultan of Muscat, being desirous to give more complete effect to the engagements entered into by the Sultan and his predecessors for the perpetual abolition of the Slave Trade, they have agreed to conclude a treaty for this purpose which shall be binding upon themselves, their heirs, and successors; and Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, having appointed as her Plenipotentiary Sir Henry Bartle Edward Frere, Knight Commander of the Most Honourable Order of the Bath, and Knight Grand Commander of the most exalted Order of the Star of India, he, having communicated to the Sultan of Muscat his full powers found in good and due form, and the aforesaid Sultan of Muscat, Seyyid Toorkee-bin-Said, acting on his own behalf, they have agreed upon and concluded the following Articles:—

ART. I. The import of slaves from the coast or islands of Africa or elsewhere into the do-

minions of Muscat, whether destined for transport from one part of the Sultan of Muscat's dominions to another, or for conveyance to foreign parts, shall entirely cease, and any vessels engaged in the transport or conveyance of slaves after this date shall be liable to seizure and condemnation by all such naval and other officers or agents, and such Courts as may be authorised for that purpose on the part of Her Britannic Majesty; and all persons hereafter entering the Sultan's dominions and dependencies shall be free.

ART. II. The Sultan engages that all public markets in his dominions for slaves shall be entirely closed.

ART. III. The Sultan engages to protect, to the utmost of his power, all liberated slaves, and to punish severely any attempt to molest them or reduce them again to slavery.

ART. IV. Her Britannic Majesty engages that natives of Indian States under British protection shall, from and after a date to be hereafter fixed, be prohibited from possessing slaves, and in the meanwhile from acquiring any fresh slaves.

ART. V. The present treaty shall be ratified by Her Majesty, and the ratification shall be forwarded to Muscat as soon as possible.*

In witness whereof, Sir Henry Bartle Edward Frere, on behalf of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and Seyyid Toorkee-bin-Said, Sultan of Muscat, on his own behalf, have signed the same and have affixed thereto their respective seals.

Done at Muscat, April 14, 1873.

(L.S.) H. B. E. FRERE.
(L.S.) SEYYID TOORKEE-BIN-SAID.

Treaty between Her Majesty and the Sultan of Zanzibar for the Suppression of the Slave Trade. Signed at Zanzibar, June 5, 1873.

In the Name of the Most High God.

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Highness the Seyyid Barghash-bin-Said, Sultan of Zanzibar, being desirous to give more complete effect to the engagements entered into by the Sultan and his predecessors for the perpetual abolition of the Slave Trade, they have appointed as their Representatives to conclude a new Treaty for this purpose, which shall be binding upon themselves, their heirs and successors, that is to say, Her Majesty the Queen of Great Britain and Ireland has appointed to that end John Kirk, the Agent of the English Government at Zanzibar; and His Highness the Seyyid Barghash, the Sultan of Zanzibar, has appointed to that end Nasir-bin-Said, and the two afore-named, after having communicated to each other their respective full powers, have agreed upon and concluded the following Articles:—

ART. I. The provisions of the existing treaties having proved ineffectual for preventing the export of slaves from the territories of the Sultan of Zanzibar in Africa, Her Majesty the Queen and His Highness the Sultan above-named agree that from this date the export of slaves from the coast of the mainland of Africa, whether destined for transport from one part of the Sultan's dominions to another or for conveyance to foreign parts, shall entirely cease. And His Highness the Sultan binds himself, to the best of his ability, to make an effectual arrangement throughout his dominions to prevent and abolish the same.

* Delivered to the Sultan in September 1873.

And any vessel engaged in the transport or conveyance of slaves after this date shall be liable to seizure and condemnation by all such Naval or other Officers or Agents and such Courts as may be authorized for that purpose on the part of Her Majesty.

ART. II. His Highness the Sultan engages that all public markets in his dominions for the buying and selling of imported slaves shall be entirely closed.

ART. III. His Highness the Sultan above-named engages to protect, to the utmost of his ability, all liberated slaves, and to punish severely any attempt to molest them or to reduce them again to slavery.

ART. IV. Her Britannic Majesty engages that natives of Indian States under British protection shall be prohibited from possessing slaves, and from acquiring any fresh slaves in the meantime, from this date.

ART. V. The present Treaty shall be ratified, and the ratifications shall be exchanged at Zanzibar, as soon as possible, but in any case in the course of the 9th of Rabia-el-Akhir [5th of June, 1873] of the months of the date hereof.*

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed their seals to this Treaty, made the 5th of June, 1873, corresponding to the 9th of the month Rabia-el-Akhir, 1290.

(Signed) JOHN KIRK, *Political Agent, Zanzibar.*

The man in God's sight,

(Signed) NASIR-BIN-SAID-BIN-ABDALLAH.

With his own hand.

The humble, the poor,

(Signed) BARGASH-BIN-SAID.

With his own hand.

The Sultan of Zanzibar while in England in 1875, entered into a Supplementary Convention, dated June 5, 1875, explanatory of the foregoing, but this document has not yet [November 1875] been made public.

Declaration for extending to the whole German Empire the stipulations contained in Article 6 of the Commercial Treaty between Great Britain and the Zollverein of May 30, 1865, for the Protection of Trade Marks. Signed at London, April 14, 1875.

'The Government of Her Britannic Majesty and the Government of His Majesty the German Emperor having thought it expedient that the stipulations existing between Great Britain and the Zollverein for the mutual protection of the marks of goods and the marks of manufacture and trade should be extended so as to comprise the whole territory of the German Empire, the undersigned, being duly authorized to that effect, have accordingly agreed that the stipulations of Article 6 of the Treaty of Commerce of May 30th, 1865, between Great Britain and the Zollverein, which Article is conceived in the following terms:—"With regard to the marks or labels of goods, or of their packages, and also with regard to patterns and marks of manufacture and trade, the subjects of the States of the Zollverein shall enjoy in the United Kingdom of Great Britain and Ireland, and the subjects of Her Britannic Majesty shall enjoy in the States of the Zollverein the same protection as native subjects;" shall henceforth be applicable to the whole territory of the German Empire.

* The Sultan of Zanzibar's ratification was attached to the original treaty. That of Her Majesty was delivered to the Sultan in September 1875.

'In witness whereof the Undersigned have signed the present Declaration, and have affixed thereto the seals of their arms.

'Done at London, in duplicate, April 14, 1875.

(L.S.) 'DERBY.

(L.S.) 'MÜNSTER.'

General Convention between the Governments of Great Britain and of Tunis.

Signed in the English and Arabic languages, July 19, 1875.

The Government of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Most Serene Highness Mohammed Essadock Bey, Lord of the Regency of Tunis, being desirous to maintain and improve the relations of friendship and commerce which have long subsisted between them and between British and Tunisian subjects, have resolved to proceed to a revision and improvement of the Treaties subsisting between the respective countries, in consequence of which the following stipulations have been entered into and concluded between His Most Serene Highness the Bey, and Richard Wood Esq., Companion of the Most Honourable Order of the Bath, Her Majesty's Agent and Consul-General, duly authorised to that effect.

ART. I. Her Majesty the Queen of the United Kingdom of Great Britain and Ireland may appoint, besides her Political Agent, such Consuls, Vice-Consuls, and Consular Agents in the Regency of Tunis as she may deem necessary; and such Consuls, Vice-Consuls, and Consular Agents shall be at liberty to reside in any of the seaports or cities of His Highness the Bey, which they or the British Government may choose and find most convenient for the affairs and service of Her Majesty, and for the assistance of her subjects.

ART. II. Every mark of honour and respect shall at all times be paid, and every privilege and immunity allowed, to Her Majesty's Agent and Consul-General accredited to His Highness the Bey which is paid or allowed to the Representative of any other nation whatsoever; and respect and honour shall be shown to the British Consuls, Vice-Consuls and Consular Agents, who shall reside in the Regency of Tunis. Their houses and families shall be safe and protected. No one shall interfere with them, or commit any act of oppression or disrespect towards them, either by word or deed; and if anyone should do so, the Tunisian authorities shall take immediate measures for the punishment of the offender. The British Consuls, Vice-Consuls, and Consular Agents shall, moreover, continue to enjoy, in the most ample sense, all the privileges and immunities which are now or may be hereafter accorded to the Consuls, Vice-Consuls or Consular Agents of the most favoured nation.

ART. III. The British Agent and Consul-General shall be at liberty to choose his own interpreters, brokers, guards, and servants, either from among the natives or others. His interpreters, brokers, guards, and servants shall be exempt from the conscription, and from payment of any poll-tax, forced contribution, or other similar or corresponding charge. In like manner, the Consuls, Vice-Consuls, and Consular Agents residing at the Tunisian ports, under the orders of the said Agent and Consul-General, shall be at liberty to choose, that is to say, the Consuls, each one interpreter, one broker, two guards, and three servants; the Vice-Consuls and Consular Agents, each one interpreter, one broker and one guard, and two servants, not being in the military service, who shall likewise be exempt from the conscription,

from the payment of any poll-tax, forced contribution, or other similar or corresponding charge. No prohibition nor tax shall be put upon the provisions, furniture, or any other articles which may come to the said Agent and Consul-General, Consuls, or Vice-Consuls, for their own use and for the use of their families, upon their delivering to the Officer of the Customs a note under their hand specifying the number of articles which they shall require to be passed on that ground, but this privilege shall only be accorded to Consular Officers who are not engaged in trade. If the service of their Sovereign should require their attendance in their own country, no impediment shall be offered to their departure, and no hindrance shall be offered either to themselves or their servants, or in regard to their property, but they shall be at liberty to go and come, respected and honoured. If they should depute another person to act for them in their absence, they shall not be prevented in any way from so doing, nor shall the deputy be prevented from acting in that capacity.

ART. IV. There shall be reciprocal freedom of commerce between the dominions of Her Majesty the Queen and the Regency of Tunis. British merchants or their agents and brokers shall be permitted to purchase at all places within the Regency, whether for the purpose of internal trade or of exportation, all articles without any exception whatsoever, being the produce or manufacture of the said Regency; and the purchaser shall be free to remove his goods, when purchased, from one place to another, without any attempt being made on the part of the Local Governors to interfere with them.

ART. V. In accordance with the friendship which has at all times existed between the two Governments, His Highness the Bey engages to protect British subjects who may come to his country either for the purposes of trade or for travelling. They shall be free to travel or to reside in any part of the Regency without hindrance or molestation; and they shall be treated with respect, love, and honour. They shall be exempt from forced military service, whether by land or by sea; from forced loans, and from every extraordinary contribution. Their dwellings and warehouses destined for the purposes of residence and commerce, as well as their property, both real and personal, of every kind, shall be respected, and, in particular, all the stipulations of the Convention concluded between Her Majesty's Government and His Highness the Bey on October 10, 1863, relative to the permission granted to British subjects to hold real property in the Regency of Tunis, are hereby confirmed. And British subjects, vessels, commerce, and navigation shall enjoy, without any restriction or diminution, all the privileges, favours, and immunities, which are now or may hereafter be granted to the subjects, vessels, commerce, and navigation of any other nation whatever.

Her Britannic Majesty, on her part, engages to insure to Tunisian subjects, vessels, commerce, and navigation within her dominions, the enjoyment of the same protection and privileges which are or may be enjoyed by the subjects, vessels, commerce, and navigation of the most favoured nation.

ART. VI. The perfect security which His Highness the Bey accords to the British merchants and subjects who may reside in the Regency extends likewise to the free exercise of the rites of their religion. They shall be free to erect churches, upon the application of the British Agent and Consul-General to His Highness the

Bey, who will grant the necessary permission. The British Cemetery of Saint George, and other burial places, now or hereafter to be established, shall be protected and respected as heretofore.

ART. VII. His Highness the Bey engages that he will not prohibit the importation into the Regency of any article the produce and manufacture of the dominions and possessions of Her Britannic Majesty, from whatever place arriving, and that the duties to be levied upon such articles of produce or manufacture so imported shall in no case exceed one fixed rate of eight per cent. *ad valorem*, to be calculated upon the value of such merchandise at the place of landing, or a specific duty, fixed by common consent, equivalent thereto.

Such articles, after paying eight per cent. import duty, shall not be subject to any other internal charge or impost whatsoever, whether the buyer be a Tunisian or a foreigner. And if such articles should not be sold for consumption in the Regency, but should be re-exported within the space of one year, the Administration of the Customs shall be bound, provided the bales or packages have not been opened, to restore, at the time of their re-exportation, the duty levied to the merchant, who shall be required first to furnish proofs that the goods so exported have paid the said import duty.

After the expiration of one year the merchant shall be free to re-export his foreign goods without claiming the drawback, and the Custom-house shall not levy upon them any duty whatsoever on re-exportation.

Should a British merchant or his agent desire to convey, by sea or by land, from one port or place to another port or place in the Regency of Tunis, goods upon which the *ad valorem* duty above mentioned has been already paid, such goods shall be subject to no further duty, either on their embarkation or disembarkation, provided they be accompanied by a certificate from the Tunisian Administrator of Customs that the duty has been paid.

And it is moreover agreed that no other or higher duties shall be imposed on the importation of any article the produce or manufacture of one of the Contracting Parties into the country of the other, which shall not equally extend to the like articles being the produce or manufacture of any other country.

ART. VIII. Vessels navigating under the British flag and vessels navigating under the Tunisian flag shall be free to carry on the coasting trade in the States and Dominions of the Contracting Parties. They shall enjoy the same rights and immunities as are enjoyed by national vessels, and they shall be free either to land a portion of their cargoes, or to embark goods, foreign or native, to complete their cargoes, in each other's ports, without being obliged in each case to procure any special license from the Local Authorities, or to pay any charges and dues that are not paid by national vessels.

The stipulations of this Article shall however, as regards the Colonial coasting trade, be deemed to extend only to the coasting trade of such of the Colonial possessions of Her Britannic Majesty as, under the provisions of the Act relating thereto, may have opened their coasting trade to foreign vessels.

ART. IX. His Highness the Bey formally engages to abolish all monopolies of agricultural produce or of any other article whatsoever, save and except the fisheries, and the tannery of hides of oxen, camels, and horses.

British subjects, however, or their agents

buying or selling salt and tobacco in virtue of licenses or permits for consumption in the Regency of Tunis, shall be subject to the same regulations as the most favoured Tunisian subjects trading in the two articles aforesaid; and furthermore, they shall be free to compete for, obtain, and exercise the right of fishery, subject to the local laws and regulations.

ART. X. If British merchants or their agents in the Regency of Tunis should purchase any article of Tunisian produce or manufacture for internal consumption, the said merchants or their agents shall not pay, on the purchase and sale of such articles, any higher duties or charges than are paid, under similar circumstances, by the most favoured class of Tunisians or foreigners engaged in the internal trade of the Regency of Tunis. In like manner Tunisian merchants or their agents in the British dominions shall not pay on the purchase and sale of British produce or manufactures, for internal consumption in the said dominions, higher duties or charges than are paid by British subjects or the most favoured foreigners engaged in the internal trade of the said dominions, upon similar articles of produce or manufacture.

ART. XI. If a British merchant or his agent shall purchase for exportation any article of Tunisian produce or manufacture, either at the place where such article is produced or in its transit from that place to another, upon which article of produce or manufacture the internal taxes known by the names of 'Ushr,' 'Kanoon,' and 'Mahsoulat,' and others, have been already levied, such article of produce or manufacture shall be subject at the port of shipment to the payment of the export duty only, and the notarial fees and charges for measurement established by law.

ART. XII. In case of any dispute arising between the Custom-house and the merchant regarding the value to be put upon any merchandise or goods imported by him into the Regency of Tunis, the merchant shall be free to pay the duty in kind, in the most equitable manner.

Should, however, the merchant be unable or unwilling to make use of the above faculty, the Custom-house shall have the right to purchase such merchandise or goods at the price at which the merchant has valued them, with an augmentation of 5 per cent.

But should the foregoing two modes fail to solve the difficulty, His Highness the Bey and Her Majesty's Agent and Consul-General shall each name an arbitrator, being a merchant, and, in case of a divergence of opinion, the two arbitrators shall name an umpire, also a merchant, whose decision shall be final.

ART. XIII. With a view to the encouragement of agriculture, His Highness the Bey furthermore engages to permit the importation, free of import duty and of every other internal charge, of agricultural implements and machinery, as well as of cattle and animals for the improvement of the native breeds, whenever such agricultural implements, machinery, cattle, and animals are proved to be for private use and not for purposes of trade, in which latter case they shall be subject to the payment of an import duty not exceeding 8 per cent.

ART. XIV. In case the importation of foreign wheat, barley, and Indian corn should be rendered necessary in consequence of the failure of the crops, in consequence of famine or other causes, which God forbid, such foreign wheat, barley, and Indian corn shall be as heretofore

exempt from the payment of any import duty, and shall be subject only to the payment of 20 karoobs (74d.) per kaffis.

With the exception of the above three articles, all other foreign provisions, such as rice, lentils, beans, and other pulse known by the appellation of 'Hashahesh' (dried vegetables) shall pay an import duty not exceeding 8 per cent., but the importer or his agent shall be free to sell such provisions in retail or in any other manner without the payment of any other charge whatsoever.

ART. XV. It is understood between the Contracting Parties that the Tunisian Government reserves to itself the faculty and right of issuing a general prohibition against the importation into the Regency of gunpowder, unless Her Majesty's Agent and Consul-General shall think fit to apply for a special license, which license shall, in that case, be granted, provided no valid objection thereto can be alleged.

Gunpowder, when allowed to be imported, shall be subject to a duty not exceeding 8 per cent., and shall be liable to the following regulations:—

1. It shall not be sold by subjects of Her Britannic Majesty in quantities exceeding the quantities prescribed by the local regulations.

2. When a cargo, or a large quantity of gunpowder arrives in a Tunisian port on board a British vessel, such vessel shall be anchored at a particular spot, to be designated by the local authorities, and the gunpowder shall then be conveyed, under the inspection of such authorities, to depôts or fitting places, designated by the Government, to which the parties interested shall have access under due regulations.

Gunpowder imported in contravention of the prohibition, or in the absence of the license aforementioned, shall be liable to confiscation, save and except small quantities of gunpowder for sporting reserved for private use, which shall not be subject to the regulations of the present Article.

Cannon, arms of war, or military stores, as well as anchors, masts, and chain cables, shall be imported free of duty, provided they are landed at the open and recognized ports; provided also, that previous to the landing of cannon the permission of the Government is obtained.

ART. XVI. The people of the Contracting Parties shall have the right to establish in each other's country commercial, industrial, and banking companies, co-operative, or mutual or shareholding associations, or any other association, whether between and amongst themselves, or between them and Tunisian subjects or subjects of any other Power: provided the object of such companies and associations be lawful, and subject always to the laws of the country in which they shall be established.

It is, however, understood, that no joint stock companies limited, whose capital is made up of nominal shares to bearer, and no anonymous association shall be established in their respective territories without the authorization of the local Government.

ART. XVII. British subjects and Tunisian subjects shall be free to exercise in each other's country any art, profession, or industry; to establish manufactories, and factories, and to introduce steam machinery or machinery moved by any other power, without being subjected to any other formality or to the payment of higher or other taxes and imposts than those prescribed by the laws or municipal regulations, or which are paid by natives.

It is understood that the manufactories and their appurtenances, being immovable property, shall be subject to the provisions of the Convention of October 10, 1863, relative to the permission granted to British subjects to hold real property in the Regency of Tunis.

ART. XVIII. No harbour, pilotage, light-house, or quarantine dues, or other local dues, shall be levied upon British vessels, which are not imposed upon Tunisian vessels or upon the vessels of the most favoured nation.

If a British vessel shall enter a Tunisian port from stress of weather and depart, it shall not be subject to the payment of the aforesaid dues, but shall pay only the fee to the pilot, should a pilot be required. Should such vessel, however, visit a Tunisian port for the purpose of procuring water and of purchasing provisions, it shall pay only a portion, not exceeding half, of the harbour, pilotage, light-house and quarantine or other local dues payable at the said port.

In like manner Tunisian vessels which shall visit any of the ports of Her Majesty's dominions shall pay only the harbour, quarantine, and other dues which are levied upon British vessels.

ART. XIX. The captains of merchant-vessels having goods on board destined for the Regency of Tunis shall, on their arrival at the port where such goods are to be landed, deposit in the Custom-house of such port a true copy of their manifest.

ART. XX. If a British subject be detected in smuggling into the Regency any description of goods or should be detected in embarking any goods, the produce of Tunis, for which he can exhibit no Custom-house permit, such goods shall be confiscated by the Tunisian Treasury, but a report or *procès verbal* of the alleged contraband must, as soon as the said goods are seized by the authorities, be drawn up and communicated to the British Consular authorities, and no goods can be confiscated as contraband unless the fraud with regard to them shall be duly and legally proved.

It is stipulated that vessels navigating under the British flag shall submit to the regulations of the port; that such vessels, speronaras, boats, and the like craft shall not serve as depôts for merchandise; and that whenever their detention in the Tunisian ports shall exceed eight calendar months, they shall, when required to do so, give satisfactory explanations to the British Consular authority and to the Local Authorities in regard to the motive of their detention in such ports. Should such explanations be deemed unsatisfactory, the Custom-house may, with the consent of Her Majesty's Agent and Consul-General, place a guard on board for the prevention of fraud, the expenses for such guard being at the charge of the vessel.

ART. XXI. Should British subjects desire to embark in, or discharge goods from, any vessel, they can employ the Tunisian Custom-house boats, paying the usual charges for the use of such boats. They are free, however, to discharge their merchandise without using the Custom-house boats, in which case they will apprise the Administration of the Customs of it in writing, taking care to mention, on the arrival of each steamer or vessel having goods on board to their consignment, that they will be present themselves, or be represented by their agents, to assist at the discharge of said goods. In case of their absence, however, the Custom-house will proceed to discharge their goods, rendering itself responsible as heretofore, unless in a case of 'force

majeure.' No sort of claim can be preferred by the consignee against the Custom-house on the plea that it had not the right to discharge his goods, seeing that the discharge is made with the sanction of the master of the vessel, and not with that of the Custom-house.

Every consignee who discharges his goods after making the demand in writing, will provide himself with a Custom-house officer, who will accompany him to the vessel and return with him to the Custom-house. The fee to the Custom-house officer shall be paid by the merchant.

ART. XXII. Whenever the Tunisian Government shall temporarily prohibit the exportation of wheat, barley, cattle, or any other article of native produce, such prohibition shall not come into operation until three months after official notification shall have been given, and shall apply only to the specific article or articles mentioned in the Decree enacting the prohibition.

ART. XXIII. No British subject, nor any person under British protection, shall, in the Regency of Tunis, be made liable to pay a debt due from another person of his nation unless he shall have made himself responsible or guarantee for the debtor by a valid document. Neither shall any British subject be compelled to sell anything to, or to buy anything from, a Tunisian without his own free will. The seller shall be obliged to deliver up to the purchaser only that portion of the goods which he voluntarily sold to him, and the purchaser shall have no claim or right upon the remaining portion of such goods or merchandise.

In like manner, no Tunisian subject in the dominions of the Queen of Great Britain shall be made liable to pay a debt due from another person of his nation to a British subject, unless he shall have made himself responsible or guarantee for the debtor by a valid document.

ART. XXIV. In all criminal cases and complaints where the prosecutor and prisoner are British subjects, and in all civil differences, disputes, or litigation which may occur between British subjects exclusively, the Agent and Consul-General, Consul, or other British authority, shall be sole judge or arbiter. No one shall interfere, but they shall be amenable to the British Consular Courts only.

All civil differences, disputes, or litigations between British subjects and the subjects of any foreign country other than Great Britain, shall be decided solely in the Tribunals of the foreign Consuls, according to the usages heretofore established, or which may hereafter be arranged between such Consuls, without the interference of the Tunisian Courts or Government.

ART. XXV. Disputes and differences arising between a British and a Tunisian subject, whether the British subject is plaintiff or defendant, of a commercial and civil nature (criminal and correctional excepted), shall be settled by His Highness the Bey, or his delegate, in the presence and with the concurrence of the British Consul-General or Consul.

It is likewise agreed that, should any new procedure differing from the above be adopted and applied at present, or in future, in the treatment of any other nation, the British subjects, without exception, shall be entitled to the enjoyment thereof, whenever Her Majesty's Government shall request it.

It is, however, understood that, if Mixed

Courts should be at any time established in Tunis with the assent and approval of Her Majesty's Government, in that case all civil and commercial suits and disputes arising between British and Tunisian subjects shall be heard and determined by such Mixed Courts and Tribunals, according to the rules and procedure that may be agreed upon between the Contracting Parties.

ART. XXVI. The cognizance of crimes committed by British subjects in the Tunisian territory, as well as all contraventions of the police, and other regulations, shall devolve upon the Consul-General or Consul; and the punishment thereof shall be applied by the said Consul-General or Consul, in concurrence with His Highness the Bey. In case the criminal or offender should escape from the Consular, or other prison, the Consul-General or Consul shall not be held responsible in any manner whatsoever.

ART. XXVII. No quittance or receipt presented by a British subject to a Court, purporting to be a discharge of a debt which he has contracted towards a Tunisian subject, shall be held as a legal and a valid discharge, unless he can show that such quittance or receipt is under the handwriting, seal, or signature of the Tunisian subject, or duly executed by native notaries, and attested by the Cadi or the Governor of the place. And in like manner no quittance or receipt presented by a Tunisian subject, purporting to be a discharge of a debt which he has contracted towards a British subject, shall be held as a legal and valid discharge of his debt, unless he can show that such quittance or discharge is under the handwriting, signature, or mark of the British subject, duly attested by the Consul, or unless the discharge is drawn up by two notaries and attested by the British Consul.

ART. XXVIII. Should any Tunisian subject be found guilty before the Tunisian Courts of procuring false evidence to the injury or prejudice of a British subject, he shall be severely punished by the Tunisian Government. In like manner, the competent British Consular authorities shall severely punish, according to English law, any British subject who may be convicted of the same offence against a Tunisian subject.

ART. XXIX. If, at any time, Her Majesty's Agent and Consul General, Consul, Vice-Consul, or Consular Agent, should require the assistance of soldiers, guards, armed boats, or other aid for the purpose of arresting or transporting any British subject, the Tunisian authorities shall immediately comply with the demand, on payment of the usual fees given on such occasions by Tunisian subjects.

ART. XXX. If a ship belonging to the Queen of Great Britain, or to any of her subjects, should be wrecked or stranded on any part of the coast of the Regency of Tunis, the Tunisian authorities within whose jurisdiction the accident may occur shall, in accordance with the rules of friendship, respect her and assist her in all her wants. They shall allow and enable the master to take such steps as he may think necessary or desirable, and shall take immediate steps for the protection of her crew and of her cargo, and of any goods, papers, or other articles which may be saved from her at the time of the wreck or afterwards; and, moreover, they shall lose no time in informing the nearest British authority of the accident. They shall deliver over to him, without exception or loss, all the cargo, goods, papers, and articles which have been saved and preserved from the wreck, and they shall likewise furnish the master and the crew of the wrecked ship with such

victuals and provisions as they may require, for which they shall receive payment. For their friendly aid and services in protecting, saving, preserving, and restoring to the British Consular authorities the goods and contents saved through their exertions from the wrecked vessel, or any portion thereof, they shall be entitled to such an amount of salvage as Her Majesty's Agent and Consul-General and the Chief Tunisian authority on the spot shall judge a fair compensation for their services. The master and crew shall be at liberty to proceed to any place they please, and at any time they may think proper, without any hindrance.

In like manner, the ships of His Highness the Bey, or of Tunisian subjects, shall be assisted and protected in the dominions of the Queen of Great Britain as though they were British ships, and shall be subject only to the same lawful charges of salvage to which British ships, under similar circumstances, are liable.

ART. XXXI. Should, however (which God forbid), the crew or any portion of the crew of a wrecked or stranded British vessel be murdered by the natives, or its cargo, or any part of its cargo or contents, be stolen by them, the Tunisian Government binds itself to take the most prompt and energetic measures for seizing the marauders or robbers, in order to proceed to their severe punishment. It, moreover, engages to make the most diligent search for the recovery and restitution of the stolen property; and whatever compensation for the damage done to individuals or to their effects, under similar circumstances, is granted, or may hereafter be granted to the subjects of the most favoured nation, or the equivalent of it, shall be also accorded to the subjects of the Queen of Great Britain.

ART. XXXII. It is agreed and covenanted that if any of the crew of Her Majesty's ships of war or of British merchant-vessels, of whatever nationality they may be, borne on the papers of said ships, shall desert within any port in the Regency of Tunis, the authorities of such port or territory shall be bound to give every assistance in their power for the apprehension of such deserters, on the application of the British authority. In like manner, if any of the crew of the ships of His Highness the Bey, or of Tunisian merchant-vessels, not being slaves, shall desert in any of the ports or harbours, within the dominions of Her Majesty the Queen of Great Britain, the authorities of such ports or harbour shall give every assistance in their power for the apprehension of such deserters on the application of the Commanding Officer, Captain, or any other Tunisian authority, and no person whatsoever shall protect or harbour such deserters.

ART. XXXIII. The ships of war belonging to Her Majesty the Queen, and the ships belonging to His Highness the Bey, shall have free liberty to use the ports of each country for washing, cleansing, and repairing any of their defects, and to buy for their use any sort of provisions alive or dead, or any other necessities, at the market price, without paying custom to any officer.

And it is moreover agreed that, whenever any of Her Majesty's ships of war shall arrive in the Bay of Tunis, and shall fire a salute of twenty-one guns, the Castle of the Goletta, or the Tunisian ships of war, shall return the same number of guns as the Royal salute to Her Majesty's colours, according to ancient usage.

ART. XXXIV. The Government of the Queen of the United Kingdom of Great Britain and

Ireland, in consideration of the sincere friendship that has at all times existed between Her Majesty and His Highness the Bey, agrees that Tunisian ships and cargoes shall be received at the ports and harbours of the British dominions upon the same footing as British vessels and cargoes.

ART. XXXV. British vessels arriving in any of the Tunisian ports for the purpose of trade or by reason of stress of weather, or to repair damages, shall not be compelled to discharge their cargoes or any portion of their cargoes, and they shall not be made to change their destination or to receive any passengers on board unless it be with their own free will, but they shall be respected, and they shall be allowed to depart without any hindrance. Should they be compelled to land their cargoes, or a portion thereof, in order to effect repairs, they shall also be permitted to re-embark such goods free of any duty or charge whatsoever.

Tunisian vessels shall receive the like friendly treatment in ports and harbours of the British dominions.

ART. XXXVI. If any British subject should die in any place or territory appertaining to His Highness the Bey, no Governor or other Tunisian officer shall, on any pretence whatsoever, take possession or dispose of, or interfere with the goods and property of the deceased, but such goods and property, of whatever description, may be taken possession of by his heirs, or by the British Consular authority, without any hindrance or impediment whatsoever on the part of such Governor or Tunisian officer.

If, however, a British subject should die at a place where there is no British Consul, or whilst travelling, in such a case the Tunisian authorities of the place where he died shall be bound to preserve and protect his goods and effects: they shall make, with the assistance of notaries, a faithful inventory of them, which inventory they shall lose no time in sending to the nearest Governor of a place where an English Consul resides.

Should the deceased British subject leave behind him debts due from him to a native, the Consul-General or his deputy shall assist the creditor in the recovery of his claim upon the estate of the deceased; and, likewise, if the deceased should leave behind debts due to him from Tunisians, the Governor, or those who have such power, shall compel the debtors to pay what is due by them to the Consul-General or his deputy, for the benefit of the estate of the deceased.

ART. XXXVII. The British Government and His Highness the Bey, moved by sentiments of humanity and having regard to the free institutions which, under Providence, their respective countries happily enjoy, mutually engage to do all in their power for the suppression of slavery. Whilst on the one part, the British Government engage not to relax their efforts with friendly powers for the prevention of the barbarous traffic in human beings, and for the emancipation of slaves, His Highness the Bey especially engages, on the other, to cause the Declaration of Moharem, 1262 (January 23, 1846), abolishing for ever slavery in the Regency, to be obeyed and respected, and to use his utmost efforts to discover and punish all persons within his Regency who contravene or act contrary thereto.

ART. XXXVIII. The British Government and His Highness the Bey engage to do all in their power for the suppression of piracy; and His Highness especially engages to use his

utmost efforts to discover and punish all persons on his coasts or within his territory who may be guilty of that crime, and to aid the British Government in so doing.

ART. XXXIX. Privateering is now and for ever abolished: His Highness the Bey being desirous to maintain inviolable the neutrality of the Regency of Tunis, it has been established and agreed that, in case of war or hostilities, he shall not permit the enemies of Her Majesty the Queen of Great Britain to fit out privateers in the ports of the Regency, or to sail from them to prey upon the ships and commerce of her subjects; and it is moreover established that His Highness shall not permit or tolerate in the Regency of Tunis the sale of any prize whatsoever which shall have belonged or may belong to the belligerents.

The Queen of Great Britain will cause to be observed the same rules of neutrality towards Tunisian ships and subjects in all the seaports of Her Majesty's dominions.

ART. XL. In order that the two Contracting Parties may have the opportunity of hereafter treating and agreeing upon such other arrangements as may tend still further to the improvement of their mutual intercourse, and to the advancement of the interests of their respective people, it is agreed that at any time after the expiration of seven years from the date of the present Convention of Commerce and Navigation, either of the High Contracting Parties shall have the right to call upon the other to enter upon a revision of the same; but until such revision shall have been accomplished by common consent, and a new Convention shall have been concluded and put into operation, the present Convention shall continue and remain in full force and effect.

ART. XLI. If any doubt should arise with regard to the interpretation or the application of any of the stipulations of the present Convention, it is agreed that in Tunis the interpretation the most favourable to British subjects shall be given, and in Her Majesty's dominions that most favourable to Tunisians. It is not pretended by any of the foregoing Articles to stipulate for more than the plain and fair construction of the terms employed, nor to preclude in any manner the Tunisian Government from the exercise of its rights of internal Administration where the exercise of those rights does not evidently infringe upon the privileges accorded by the present Convention to British subjects or British commerce.

ART. XLII. The stipulations of the present Convention shall come into immediate operation and shall be substituted for the stipulations of all preceding Treaties between Great Britain and Tunis, with the exception of the Convention of the 10th of October, 1863, already referred to in Article XVII. preceding, which is renewed and confirmed.

This Convention has been written in triplicate, consisting in forty-two Articles, besides the introduction, and contained in the preceding forty-three pages, to be signed by both parties, and to be executed in the manner explained and clearly set forth in its several provisions, having for object the duration, confirmation, and maintenance of amity between them.

Dated Monday, the sixteenth day of Gumadel-Thany, 1292 of the Hegira, corresponding to the nineteenth of July, 1875.

(L.S.) RICHARD WOOD.

(L.S.) MUHAMMAD AS-SADIG PASHA, *Bey*.

Table showing the Date of each of the existing Treaties of Commerce and Navigation between Great Britain and other European Countries, and of the possible termination of each :—

Countries	Date of Treaty.	Nature of Treaty.	Date of Termination or Length of Notice.
Austria	Dec. 16, 1865	Commerce	Dec. 31, 1876
"	April 30, 1868	Navigation	Dec. 31, 1877
"	Dec. 30, 1869	Commerce	Dec. 31, 1876
Belgium	July 25, 1862	Do. & Navigation	12 mths. notice
Denmark	July 16, 1841	Do. do.	Do. do.
France	Jan. 26, 1826	Navigation	Do. do.
"	Jan. 23, 1860	Commerce	June 30, 1877
"	July 25, 1873	Do. & Navigation	Do. do.
Germany	May 30, 1865	Commerce	Do. do.
" Hanse Towns	Aug. 5, 1811	Do. & Navigation	12 mths. notice
" Prussia	Aug. 16, 1865	Navigation	June 30, 1877
" Mecklenburg	May 1, 1814	Commerce & do.	12 mths. notice
Stettin	Oct. 4, 1837	Do. do.	Do. do.
Greece	Aug. 6, 1865	Do. do.	June 25, 1876
Italy	Oct. 27, 1837	Do. do.	12 mths. notice
Netherlands	Mar. 27, 1851	Navigation	Do. do.
Portugal	July 2, 1842	Commerce & do.	Do. do.
Russia	Jan. 12, 1859	Do. do.	Do. do.
Spain	Aug. 28, 1814	Do. do.	Do. do.
Sweden & Norway	Mar. 18, 1826	Do. do.	12 mths. notice
Switzerland	Sept. 6, 1865	Commerce	Do. do.
Turkey	April 29, 1861	Do. & Navigation	Oct. 1, 1882

Table showing the Number and Tonnage of all Vessels that Entered and Cleared at Trieste during each year of the last 5 years.

Years	From Foreign Ports		From Austro-Hungarian Ports		Total	
	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage
1869	5,721	830,074	5,474	257,194	9,095	1,087,268
1870	5,061	727,450	4,993	232,653	8,054	960,103
1871	5,273	732,300	4,937	230,283	8,210	962,583
1872	5,651	784,229	5,165	209,051	8,796	993,280
1873	5,146	702,890	4,900	196,147	8,046	899,037

Of these the following were British.

Years	Vessels	Tonnage
1869	255	155,925
1870	209	137,162
1871	215	152,105
1872	240	145,488
1873	173	126,432

The value of the Imports into Trieste from Great Britain and her Colonies is greater than that from any other nation, and was 4,259,945*l.*, in 1873, as against 4,886,682*l.*, in 1872. The exports from Trieste to Great Britain and her colonies in 1873 were valued at 845,093*l.*, having gradually fallen from 2,183,880*l.*, in 1869.

TRINITY HOUSE. [See PILOTS AND PILOTAGE AND SHIPS.]

TRUCK. By the Hosiery Manufacture Wages Act of 1848, it is enacted that the wages of artificers in this trade are to be paid without deduction or stoppage of any description.

TURKEY. See articles in Dictionary, last edition, viz. CONSTANTINOPLE, SALONICA, SMYRNA, and TREBIZOND. [See also Statement of Trade of Turkey with the United Kingdom under CONSTANTINOPLE and SMYRNA in this Supplement.]

TURPENTINE. [Oils.]

TYNE. See article Docks, in Dictionary.

UNITED STATES OF AMERICA.

The annexed Table, while showing the steadily increasing value of our Imports from the United States, exhibits the fluctuation in the past 3 years in the supplies of provisions and cotton sent hither.

VENICE

The Commercial Treaty between this country and Guatemala, having been denounced by the latter, expired in 1874.

We are glad to see that a series of very useful publications is in the course of issue by Mr. Edward Hertslet, C.B., illustrative of the treaties, &c., regulating our trade with foreign countries. The two parts that have already appeared, referring to Austria and Turkey, are no ordinary boon to the commercial public, especially at this time, and we trust that we may soon be favoured by the same high authority with similar information as to our commercial relations with other states.

TREATY PORTS. See CHINA and SHANGHAI in this Supplement, and AMOY, CANTON, FOCHOW, HANKOW, KIU-KIANG, NINGPO, and SHANGHAI in Dictionary.

TRIESTE. The following table, extracted from the Report of Mr. Consul Burton dated Dec. 1874, indicates a decline in the trade of this port, which decline would appear to be attributable chiefly to the want of enterprise in regard to the formation of railways northwards from Trieste, and other means of increasing its attractiveness for commerce.

Account showing the Value of the Imports into the United Kingdom from the United States of America in 1872, 1873, and 1874.

Articles	1872	1873	1874
Bacon and Hams	£ 5,458,550	5,191,901	4,477,941
Beef, salted	277,517	578,412	408,411
Butter	199,679	199,639	188,769
Cheese	49,638	100,731	56,283
Clothes	1,701,435	2,353,181	2,589,776
Clocks	75,619	92,023	101,594
Corn, Wheat	5,676,471	12,938,848	14,201,450
Do. Maize or Indian Corn	6,066,526	5,814,125	5,659,080
Do. Wheat Meal and Flour	618,911	1,382,564	2,918,566
Cotton, Raw	25,917,466	51,544,935	29,309,953
Fruit	1,59,787	112,595	86,547
Hops	48,110	46,740	151,065
Iron and Steel, Wrought or Manufactured	195,754	180,652	156,610
Lard	1,257,819	1,722,492	790,952
Naphtha (Crude)	147,427	155,281	161,193
Oil, Spermaceti, or Head Matter	928,773	191,780	241,713
Oil of Turpentine	39,546	566,750	325,576
Seed Cake	785,498	946,244	1,101,558
Petroleum	411,561	987,591	982,559
Perk, Salted	300,032	467,126	456,223
Rosin	457,197	435,083	401,773
Skins and Furs of all sorts	729,514	551,754	604,037
Tallow and Stearine	698,918	1,012,102	896,477
Tobacco, Unmanufactured	706,109	1,779,269	1,816,669
Tobacco, Manufactured and Cigars	96,256	108,732	151,696
Wood and Timber—			
Hewn	555,495	695,128	1,243,942
Sawn or Split	161,560	281,609	505,622
All other articles	5,551,559	5,951,988	5,953,057
Total	54,702,467	71,471,493	73,597,400

[See also BOSTON, GALVESTON, NEW ORLEANS, NEW YORK, PHILADELPHIA. TARIFF.] UNSEAWORTHY. [See SEAWORTHY.]

VENDOR. [PURCHASER.]
VENICE. The rapidly-reviving trade of this port is worthy of remark, and is chiefly attributable to her intercourse with India, China,

VERMICELLI

and Japan through the Suez Canal. Thus, in 1873 the total value of her imports and exports was 245,939,940 livres, while in 1872 their value was 169,724,346, showing an excess in 1873 of 76,215,594 livres or 3,048,623*l*. The total number of ships which entered the Port of Venice in 1873 was 2,647, of 469,310 tons, of which 180 ships of 165,180 tons were British. The amount of British shipping which entered the port in 1874 exceeded that of 1873 by 22 ships and 13,985 tons; whilst the amount, in 1873, exceeded that of 1872 by 14 ships and 35,635 tons. The improving and deepening of the harbour and channel leading to the sea, at Malamocco, are continued unremittingly, and large vessels can now come up to the city without lightening their cargoes. The graving docks and patent slip are advancing.

The abolition of the Free Port of Venice on January 1st, 1874, does not appear to have checked the progress of trade to the extent that many persons feared. (Vice-Consul Valentine and Consul Smallwood's Reports of June, 1874, and March, 1875.)

VERMICELLI. Customs duty on, repealed 1869. **VICTORIA.** The following table of the declared value of the exports of British and Irish Produce to this Australian Colony during each of the six years ending with 1874 is instructive, inasmuch as it shows how the protective system adopted by Victoria has impeded the increase of her dealings with the mother country.

Years	Value of Exports of British Produce to Victoria
1869	£ 6,253,603
1870	4,309,018
1871	4,244,000
1872	5,911,379
1873	6,613,541
1874	6,939,260

While this branch of the trade of Victoria was not very materially greater in 1874 than in 1869, the annual value of the exports of British produce to New Zealand had more than doubled in the same interval, and to New South Wales had increased more than 20 per cent. The value of the gold (in specie) exported from Victoria was 5,197,340*l*. in 1872, as against 6,590,962*l*. in 1871.

Exclusive of bullion, our imports from Victoria, chiefly wool, were valued as follows in the under-mentioned years, viz. :—

1869	-	-	£ 5,372,208
1870	-	-	5,781,911
1871	-	-	5,344,015
1872	-	-	5,982,874
1873	-	-	5,743,141

VINEGAR. See CUSTOMS.

WAGES. The attachment of wages is abolished in England by the Wages Attachment Abolition Act of 1870; and the Wages Arrestment Limitation (Scotland) Act of 1870 provides that only that portion of the wages of labourers, farm servants, manufacturers, artificers, and work-people, which is in excess of 20*s*. per week, shall be liable to arrestment for debt.

WAREHOUSING. The Customs and Excise Warehousing Act of 1869 (32 & 33 Vict. c. 103), after explaining the terms 'foreign spirits,' 'wine,' and 'British spirits,' and distinguishing 'Excise warehouses' from 'Customs warehouses,' provides, by clause 4, for the warehousing of foreign spirits, and wine in bond in Excise warehouses, and for the moving the same from one Customs or Excise warehouse to another, or for exportation, or for ships' stores, or on payment of customs for home consumption.

WEIGHTS AND MEASURES 121

The following is a new scale of charges on delivery of goods for home consumption, the old scale having been repealed, viz. :—

Scale of Charges on Delivery of Goods for Home Consumption from Customs and Excise Warehouses.—There shall be charged upon the goods hereinafter mentioned upon the delivery of the same for home consumption from any customs or excise warehouse, in addition to the duties of customs or excise payable in respect of such goods, and any other charges thereon, the rates following for every full sum of one hundred pounds, and in proportion for any fractional part of one hundred pounds of the amount of such duties, namely :—

For Goods liable to Duties of Customs.

In respect of tobacco	-	-	£ s. d.
In respect of other goods	-	-	0 2 6
			0 5 0

For Goods liable to Duties of Excise.

In respect of British compounded spirits	-	-	£ s. d.
			0 5 0

and such rates shall be deemed to be duties of customs or excise according as the same become payable in respect of goods delivered from a customs or excise warehouse.

Clause 13 makes special provision for the warehousing and testing of British liqueurs, whereof the strength cannot be ascertained by the hydrometer.

WATCHES. Plate license unnecessary for the sale of watch-cases by the maker, 33 & 34 Vict. c. 32 s. 4.

WATER. By the Gas and Water Facilities Act of 1870 the Board of Trade is authorised, after certain preliminaries, to issue provisional orders, to any local authority, such as described in the Act, for all or any of the following purposes :—

2. To construct or to maintain and continue waterworks and works connected therewith, or to supply water in any district within which there is not an existing company, corporation, body of Commissioners, or persons empowered by Act of Parliament to construct such works and to supply water :

3. To raise additional capital necessary for any of the purposes aforesaid :

4. To enable two or more companies or persons duly authorised to supply gas or water in any district or in adjoining districts to enter into agreements jointly to furnish such supply, or to amalgamate their undertakings :

5. To authorise two or more companies or persons supplying gas or water in any district or in adjoining districts to manufacture and supply gas or to supply water, and to enter into agreements jointly to furnish such supply, and to amalgamate their undertakings.

[GAS AND PASSENGERS.]

WEIGHTS AND MEASURES. See article COIN for statement of the standard weight of each denomination of coin as fixed by the Coinage Act of 1870.

By Order in Council of 24th March, 1871, the following Imperial measures of capacity, which have been constructed and duly verified and authenticated in the Standards Department of the Board of Trade, and their capacity accurately determined in relation to the Imperial standard measure of capacity established under the provisions of Section 6 of the Act 5 George IV., cap. 74, are declared to be legal secondary standards of capacity, in pursuance of Sections 6 and 8 of "The Standards of Weights, Measures, and Coinage Act, 1866," viz. :—

Imperial Standard Measures of Capacity.

Liquid Measure.—The quarter gill, equal to 1*st* gallon.

Bottle Measures.—The bottle, equal to $\frac{1}{2}$ gallon; the half-bottle, equal to $\frac{1}{4}$ gallon.

Fluid Ounce Measures.—Measures containing respectively the following weight of distilled water, at the temperature of 62° of Fahrenheit's thermometer, weighed in air at the temperature of 62° of Fahrenheit's thermometer, the barometer being at 30 inches; viz. :—

4 avoirdupois ounces.
2 avoirdupois ounces.
1 avoirdupois ounce.
Half an avoirdupois ounce.

NOTE.—The following ounce measures are already legalized as Imperial standard measures of capacity; viz. :—

Quart - - - equal to 40 fluid ounces.
Pint - - - " 20 " "
Half-pint - - - " 10 " "
Gill - - - " 5 " "
Half-gill - - - " 2½ " "
Quarter-gill - - - " 1¼ " "

Liquid Measures of grain weights of distilled water.—Measures containing respectively the following weight in grains of distilled water, at the temperature of 62° of Fahrenheit's thermometer, weighed in air at the temperature of 62° of Fahrenheit's thermometer, the barometer being at 30 inches; viz. :—

7,000, 4,000, 2,000, 1,000 grains.
500, 300, 200, 100 grains.
50, 30, 20, 10 grains.
5, 3, 2, 1 grain.

Cubic Inch Measures.—Measures containing respectively the following number of cubic inches of distilled water, at the temperature of 62° of Fahrenheit's thermometer, weighed in air, by brass weights, as provided by Section 5 of the Act 5 George IV., cap. 74; viz. :—

10 cubic inches, weighing 2,524.58 grains.
5 " " " 1,262.29 " "
2 " " " 631.15 " "
1 " " " 315.57 " "
0.5 " " " 157.79 " "
0.2 " " " 63.11 " "
0.1 " " " 31.56 " "

Gas Measures.—Measures, duly constructed, and verified and authenticated in the Standards Department of the Board of Trade, and their measuring capacity accurately determined in relation to the cubic foot, the unit of measure fixed by Section 2 of the Act 22 and 23 Victoria, cap. 66, for regulating measures used in sales of gas; viz. :—

A test wet gas-meter, known as a 20-light meter, to pass one cubic foot of gas or air

at one revolution or complete action of the meter.

A test wet gas-meter, known as a 100-light meter, to pass five cubic feet of gas or air at one revolution or complete action of the meter.

A test dry gas-meter, known as a 20-light meter, to pass half a cubic foot of gas or air at one revolution or complete action of the meter.

A test dry gas-meter, known as a 100-light meter, to pass two and a half cubic feet of gas or air at one revolution or complete action of the meter.

Together with the following Imperial measures of length, which have been constructed and duly verified and authenticated in the Standards Department of the Board of Trade, and their length accurately determined in relation to the Imperial standard yard legalized by an Act passed in the 28th and 29th year of Her Majesty's reign, cap. 82; viz. :—

Measures of Length.

10 feet, divided into feet.
6 feet divided into feet.
3 feet or yard, divided into feet, and nails or sixteenths.
2 feet, divided into feet and inches.
1 foot, divided into inches, and further into duodenary, decimal, and binary parts of an inch.

Now, therefore, in pursuance and by virtue of the said recited sections of "The Standards of Weights, Measures, and Coinage Act, 1870," Her Majesty, by and with the advice of her Privy Council, is pleased to order, and it is hereby declared, that the said Imperial measures of capacity shall be legal secondary standards of capacity, and the said Imperial measures of length shall be legal secondary standards of length, from and after the time when this Order shall have been duly published in the London Gazette, pursuant to the said Act.

WHEAT. Duty on, repealed in 1869.

The following tables show the value of the wheat and wheat-flour imported into the United Kingdom in each of the 5 years ending with 1874.

Years	Value of Wheat	Value of Wheat Flour
	£	£
1870	16,264,027	3,383,751
1871	23,318,883	3,498,008
1872	26,169,185	4,087,639
1873	29,538,746	5,849,832
1874	25,236,392	5,685,076

Account of the Quantities of Wheat and Wheat Meal and Flour, and of other kinds of Grain, imported into the United Kingdom from each country during each of the 6 years ending with 1874.

Countries	Wheat—Total of Grain and Flour in equivalent Weight of Grain (1 cwt. of wheat flour=1½ cwt. of wheat in grain).					
	1869	1870	1871	1872	1873	1874
	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
Russia, Northern Ports	1,836,674	1,866,429	5,957,081	2,080,939	1,817,805	710,002
Southern Ports	7,350,562	8,460,545	11,734,862	15,858,038	7,876,392	5,068,374
Sweden	62,955	37,322	20,538	44,582	34,058	24,077
Denmark, including the Duchies in 1860	779,884	580,243	295,432	611,283	475,354	455,394
Germany, exclusive of the Duchies in 1860	7,546,688	4,487,773	4,258,823	5,183,601	3,019,406	4,012,066
Holland	205,760	26,308	12,398	61,912	39,378	9,823
France	2,153,350	1,060,120	182,262	4,553,781	3,259,619	1,124,712
Spain	43,151	8,395	16,590	645,087	1,734,840	418,420
Austrian Territories including Venetia in 1860	1,345,786	463,683	836,243	456,966	311,240	285,208
Turkey	1,396,328	361,164	827,265	563,779	296,482	569,709
Wallachia and Moldavia	990,611	132,382	594,481	266,163	124,540	83,468
Egypt	1,020,289	106,701	908,447	2,361,045	1,271,794	197,928
British N. America	3,396,511	3,402,690	3,782,776	2,137,170	4,315,709	4,296,515
United States	15,320,257	15,037,236	15,625,231	9,634,349	21,775,100	27,206,032
Chili	580,349	643,347	589,951	1,677,908	1,837,587	2,207,016
Other Countries	418,617	211,907	722,947	1,458,296	3,442,403	2,561,529
Total	44,447,772	56,906,115	44,362,227	47,612,896	51,631,197	49,322,693

WINE. The Wine and Beerhouse Act of 1869 transfers the granting or renewing of licenses for the sale, by retail, of beer, cider, or wine, and the regulation of refreshment-houses, from the Excise to the justices at their licensing meetings.

Account of the quantity and value of the Wine imported into the United Kingdom in each of the 5 years ending with 1874, and the value of the wines exported from the United Kingdom to Foreign Countries and British Colonies in the same period.

Years	Quantities Imported	Value of Imports into United Kingdom	Value of Exports to Foreign Countries and British Colonies
	Gallons	£	£
1870	17,774,782	4,817,294	466,296
1871	18,224,900	7,074,099	884,747
1872	19,660,127	7,718,848	953,902
1873	21,682,356	8,267,226	916,580
1874	18,234,972	6,863,465	825,273

[ALE AND BEER.]

See also, under **WAREHOUSING**, the provisions of the Customs and Excise Warehousing Act of 1869, for the warehousing of foreign wine in Customs or Excise warehouses, and moving the same from one to the other, for exportation, or as ships' stores, or for home consumption.

WOOD. See **TIMBER**.

WOOL. Our chief supplies of this article continue to be derived from our own dependencies. Of the total imports in 1873, valued at 19,541,678*l.*, the quota of Australia was 11,851,054*l.*, and of our South African Colonies 2,863,250*l.* Of the total quantity received we re-exported 8,898,925*l.* worth.

Table showing the value of the Imports of Wool into the United Kingdom and of the Exports of the same in each of the five years ending with 1874, and also the value of our Exports of British and Irish woollen manufactures in the same years.

Years	Value of Imports of Wool into United Kingdom	Value of the Exports of Foreign and Colonial Wool from the United Kingdom	Value of Exports of British and Irish Woollen Manufactures from the United Kingdom
	£	£	£
1870	15,312,598	5,562,924	21,664,963
1871	17,926,639	7,600,803	27,182,585
1872	18,523,350	9,278,009	32,383,273
1873	19,541,678	8,889,225	25,349,678
1874	21,116,184	10,245,727	22,800,932

YEAST. The Customs and Inland Revenue Act of 1871 (34 and 35 Vict., c. 103) permits the distiller to remove the yeast from the wort or wash and to leave it fermenting back, and it also permits him to make solid yeast.

ZANZIBAR. By the Slave Trade Jurisdiction (Zanzibar) Act of 1869, the British Consul at Zanzibar is granted such jurisdiction as ordinarily belongs to our Colonial Vice-Admiralty Courts in regard to vessels captured on suspicion of being engaged in or equipped for the slave trade, in the following cases, viz. :—

1. When a Zanzibar vessel shall have been captured, in pursuance of any treaty with the Sultan of Zanzibar, either within or beyond the dominions of Zanzibar; and

2. When the vessel captured shall not be entitled to claim the protection of the flag of any State or nation.

[SLAVES and SLAVE TRADE and TREATIES.]

ZOLLVEREIN. See **GERMANY, TRADE MARKS, and TREATIES**.

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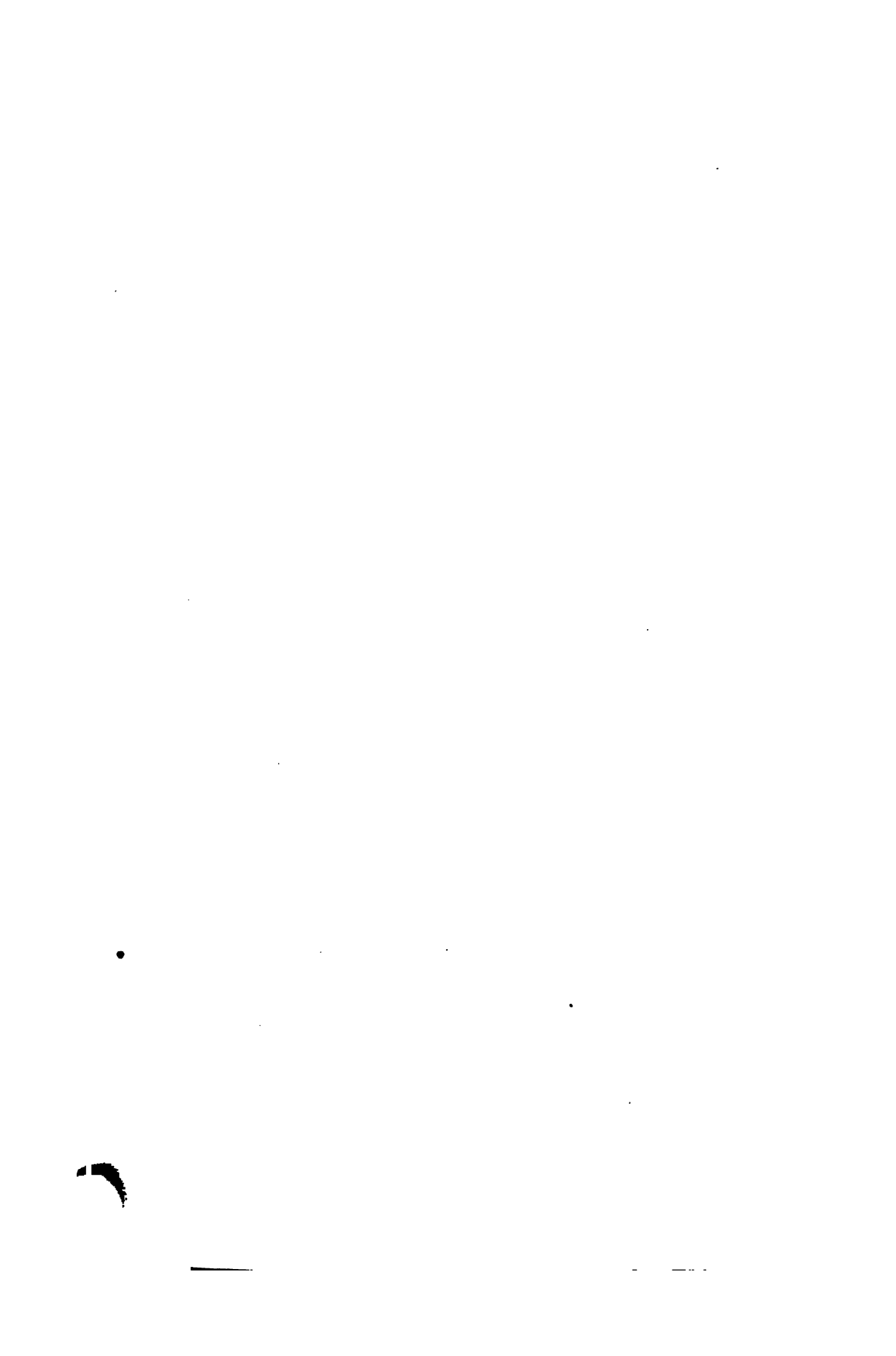
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A DICTIONARY
PRACTICAL, THEORETICAL, AND HISTORICAL
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COMMERCE AND COMMERCIAL NAVIGATION.

BY THE LATE

J. R. M'CULLOCH,

OF H.M. STATIONERY OFFICE.

WITH A BIOGRAPHICAL NOTICE BY THE EDITOR.

NEW EDITION,
REVISED AND CORRECTED,

*SUPPLEMENTS BEING ADDED TO SHOW THE
PROGRESS OF BRITISH COMMERCIAL LEGISLATION DOWN TO THE PRESENT TIME.*



EDITED BY

HUGH G. REID,

SECRETARY TO MR. M'CULLOCH FOR MANY YEARS.

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SUPPLEMENT II.

ADMIRALTY COURT

ADMIRALTY, COURT OF. In 1876 the jurisdiction of the High Court of Admiralty in Ireland was extended by the 39 & 40 Vict. c. 28, so that it may decide all claims arising out of any agreement made for or in relation to the use or hire of any ship, or to the carriage of goods in any ship, and also all claims in tort in respect of goods carried in any ship. (Sec. 16.)

ALE AND BEER. 504,511 barrels of ale and beer were exported from the United Kingdom in 1875, of which 155,181 barrels went to India and 79,425 to Australia.

The total value of the exports in 1874 was 2,449,085*l.*, and in 1875 it was 2,094,627*l.*, while in 1871 it amounted to 1,858,738*l.*

ALKALI. Alkali, the produce of the United Kingdom, was exported in 1875 to the extent of 5,022,764 cwts., valued at 2,299,987*l.*, and chiefly to the United States, Germany, Holland, Russia, and Belgium, the largest proportion going from Liverpool and Newcastle. In 1874, 5,010,616 cwts., valued at 2,618,034*l.*, were exported. There were imported into the United Kingdom in 1875, chiefly from British North America, 91,892 cwts. of alkali, of the value of 186,885*l.*

AMERICA. [See UNITED STATES.]

AMOY. [See CHINA.]

ANCHORAGE AND TONNAGE DUES. [See PORTUGAL AND SPAIN.]

ANTWERP. It would appear from Consul Gratton's report of January 31, 1876, that the total number of vessels which entered this port in 1875 was 4,267, of 2,146,797 tons, showing an increase, as compared with 1874, of 89,275 tons. Of the arrivals in 1875, 2,247 ships, of 1,807,747 tons, were British, so that this country contributed about 61 per cent. of the whole tonnage of the port in 1875. The trade of Antwerp, though not so remunerative during the year in question, did not suffer any real diminution, and was in some respects on the increase.

APPEAL. [See SEAWORTHY.]

APPRENTICES. [See SEAMEN.]

ARGENTINE REPUBLIC. [See BUENOS AYRES.]

ASSESSORS. [See SEAWORTHY.]

AUSTRIA. Our total exports to Austrian territories in 1875 were of the value of 1,177,850*l.*, they having gradually decreased each year since 1871, when they were valued at 2,085,143*l.* [See also FUME, IMPORTS AND EXPORTS, AND TRIESTE.]

BAHIA. The value of the gross trade of this port in the financial year 1872-3 was 40,686,855 milreis, or 4,577,271*l.* 3*s.* 9*d.*, while in 1874-5 the value of the imports was 2,004,588*l.* (of which 1,188,806*l.* came from Great Britain), and that

BARCELONA

of the exports in 1875, 1,771,102*l.* (of which 844,232*l.* to Great Britain), as against 1,384,849*l.* in 1874. But the province of Bahia, like other Brazilian provinces, suffers much commercially from the want of roads and bridges by which to facilitate the export of her mineral and vegetable wealth. The population of the province of Bahia in November 1875 is stated, according to the census, then incomplete, to have been 1,369,292 of all classes and ages, including 288,850 slaves. (Consul Morgan's Reports of March 27, 1875, and January 24, 1876.) [See also BRAZIL AND SUGAR.]

BALTIMORE. Steps have been taken to make a channel, 24 feet deep at mean low water, for the approach to this city, at any ordinary state of the tide, of vessels drawing 22½ or 28 feet, and also to widen the Fort M'Henry, Brewerton and Craighill channels. In 1875, 248 vessels, of 186,957 tons, entered Baltimore; the value of the cargoes being estimated at 2,180,815*l.*, while 241 ships, of 189,803 tons, cleared with cargoes valued at 1,692,469*l.*, showing a marked superiority over the previous year. Among the entries, the British steamers alone (which are on the increase) numbered 41, of 61,995 tons, and the crews 2,994, and among the clearances 42, of 63,712 tons, with 8,082 of crews. (Consul Donahoe's Report of January 18, 1876.)

BANGKOK. [See SIAM.]

BANK—BANKING. Much inconvenience having arisen from bankers being obliged to produce their ledgers and other account books as evidence in courts of law, or before arbitrators, a remedy has been supplied by the Bankers' Books Evidence Act of 1876 (39 & 40 Vict. c. 48). This provides that entries in their ledgers, day books, cash books, and other books may be proved by affidavit in writing of one of the partners, managers, or officers of such bank. But this rule shall not apply when the bank in question is a party to the suit or arbitration (Sec. 8). A judge of one of the Superior Courts may direct the books to be inspected and copies of entries to be taken (Sec. 6). And no bank shall be compellable to produce its books except on the special order of such judge.

Sec. 2 of this Act interprets the word 'bank' as meaning 'any person or persons, partnership or company, carrying on the business of bankers, and who at the commencement of each year shall have made their return to the Commissioners of Inland Revenue, and any savings bank certified under the Act of 1863.' [See also CHEQUE.]

BARCELONA. The Spanish civil war having now (1876) ceased, the commerce of the country should revive rapidly, and as Barcelona possesses a safe and commodious harbour, with railways

converging from the interior, and can boast an energetic population, and command sufficient capital, it will probably soon secure its share of returning prosperity.

While 2,468 Spanish ships, including coasters, of 392,425 tons, entered this port in 1875, with cargoes valued at 7,672,370*l.*, 228 British ships, of 187,565 tons, arrived with cargoes worth 681,000*l.*

BARLEY. The total imports of barley into the United Kingdom in 1875 (chiefly from Russia, Turkey, France, Denmark, and Germany) amounted to 11,049,476 cwt., valued at 4,685,644*l.* The value of the total exports in the same period was 42,188*l.* [See CORN.]

BELFAST. The value of the exports of the produce of the United Kingdom from Belfast in 1875 was 258,348*l.* There entered this port in 1875, from foreign countries, British possessions, and coastwise, 9,165 vessels, of 1,611,611 tons.

BELGIUM. [See ANTWERP AND IMPORTS AND EXPORTS.]

BOOKS. The value of the printed books exported from the United Kingdom was 916,851*l.* in 1875, as against 904,792*l.* in 1874, and the value of those imported was 166,118*l.* in 1875, as against 172,885*l.* in 1874.

BOSTON. The total foreign trade of this port in the five years ending with 1875 was as follows:—

Years	Imports	Exports	Total
	Dols.	Dols.	Dols.
1871	61,716,068	19,425,065	81,141,133
1872	74,024,352	23,589,165	97,613,517
1873	60,410,697	32,390,750	92,801,447
1874	49,780,806	29,053,875	78,834,681
1875	46,997,163	33,926,890	80,924,053

In 1875 the British Empire had by far the larger share, thus:—Of the imports, 27,939,569 dollars; and of the exports, 29,402,240 dollars: total, 57,341,809 dollars. The most important branches of trade at Boston are cotton, wool, dry goods, clothing, boots and shoes, hides and leather, india-rubber goods, grain, sugar, &c. 2,047 vessels, of 690,755 tons, arrived at Boston in 1875, of which 1,334 ships, of 392,657 tons, were British. The population of Boston in 1875 was 341,919, showing an increase of 49,447 since 1870. (Consul Henderson's Report of February 10, 1876.)

BOULOGNE. The following statement shows a marked improvement in the import trade of this port, in the interval between 1871 and 1873:—

Years	Imports	Exports
	£	£
1871	11,769,101	15,709,675
1872	15,181,768	11,859,904
1873	14,485,946	12,676,930

As compared with 1873, there was a decrease in the quantity of British shipping frequenting this port in 1874, especially in the latter part of the year. (Consul Stigand's Report of September 30, 1875.)

BRAZIL. In aid of the saccharine industry, the Brazilian Government has lately guaranteed interest at 5 per cent. on certain land mortgages, and it is calculated by Consul Morgan in his report of January 24, 1876, that 40,000,000*l.* are sunk in sugar estates in the empire.

The revenue of Brazil in 1875 was 11,240,337*l.*, and her expenditure 13,486,800*l.*

By Imperial Decree, No. 6058, the following alterations were ordered to take effect on Jan. 1, 1876, in the several Custom-houses of the Empire:

1. The anchorage dues on foreign merchant ships arriving in the ports of the empire are abolished, and are replaced by the following tax on foreign vessels, to be called lighthouse dues, viz.:—

	Reis.
On vessels of 200 tons	200,000
" " 200 to 400 tons	30,000
" " 400 to 700 tons	40,000
On those of more than 700 tons	50,000

2. Steam packets belonging to the regular lines coming from Europe or America, of the north, the Pacific or River Plate, will pay the lighthouse dues in the two first Brazilian ports they may touch at, for which payment they are to demand a certificate to avoid further payment in the other ports.

Vessels which shall have paid the lighthouse dues six times during the first financial six months shall not be obliged to pay any further dues during the second financial six months.

3. For the payment of such dues the registered tonnage of the vessel will be accepted, and should such vessels not be registered by the ton, but by some other system, then the capacity of the vessel will be calculated in tons at the rate of 2.83 cubic metres.

4. The Customs warehouse tax (on the goods imported mentioned in the annexed table) will be double the one established by previous law.

5. The import duty of 40 per cent. additional established by the anterior disposition of the Decree No. 5580, of March 31, 1874, is raised to 45 per cent.

Table of Goods subject to Double Warehouse Tax.

Alabaster; alcohol, spirits of all qualities; cognac, whisky, brandy, gin, put up in wooden vessels; alspst; bird seed; sugola maize; anchors and grapnels; armament; alimentary preservatives; animal hair; alimentary provisions.

Balls, torpedoes, and other explosive substances of war; barilla or sub-carbonate of potash; bitumen; bran; bellows for blacksmiths, &c.; bottles, ordinary, packed in baskets or crates; brass, in whatever manner prepared; butter; blacking, shoemakers'.

Cylinders; capsules or other objects belonging to machinery; coal tar, or of wood; cotton, in bales, &c.; chain cables and cables; canvas; codfish and other dried fish; cord, or ropes of all kinds; carriages and other vehicles for the conveyance of persons or merchandise; coal and turf; cider and other fermented liquors; cement; copper, rough, or sheet, or manufactured; chalk; chemical products; cane, Indian; crockery of all kinds; commercial potash; common soap; corks, rough or prepared; common salt.

Dutch tiles, vases, figures, and other objects moulded; drugs, of wine or oil.

Flour of all kinds; fresh fruit, dried or prepared; felt; fat, of whatsoever quality.

Glue of all kinds; glass, plumbers'; guano.

Hay, straw, and other kinds of forage; horns, bones, and hoofs; hides and skins, rough or prepared; hemp, in bales or rough.

Iron in bars, plate, and in whatever shape prepared.

Lead in bars, leaf, or shot; lard; liquors and sweetmeats.

Marble, rough or polished; maize, rice, and other cereals; moulding sand; meats and other animal productions, dried, in brine, or smoked; medicinal drugs, and in general all chemical products; mats of all kinds; milk, prepared or condensed; machinery and instruments for agriculture, for factories, ships, or railways; olive fruit; onions and garlic; oil of all species; ochres of all kinds; oars and hooks.

Potatoes; paper of all qualities; paving stones, or for masonry of granite, or other kinds, rough or worked; pipes or tuns, barrels, casks, or other articles made of staves; paints, in powder or prepared, for writing, printing, and lithography.

Rope of all qualities; resin, of pine, pitch, or tar prepared; rags.

Steel, in rods, bars, or rough, or manufactured; staves; sugar; white or manufactured, crystallised or refined; straw, matweed, coir, mallow, piassava, and other filamentary matters, either rough or worked; slates.

Torches; tin, in bars, rod, or rough; timber of all kinds, rough or worked; tobacco, in leaf, cigars, or in any other manner prepared.

Vinegar; varnish, in whatever manner manufactured; vegetables of all kinds.

Wax, rough or in platters; wicker-works; wax-cloth, tarred for covering or awnings of ships or machinery, made up in bales; wine and all alcoholic.

Zinc, rough, in bars, or manufactured.

In 1875 the total value of our imports from Brazil, chiefly cotton, sugar, and caoutchouc, was 7,418,605*l.*, as against 7,003,131*l.* in 1874, and the total exports from the United Kingdom to Brazil in 1875 was 7,172,406*l.*, as against 8,046,150*l.* in 1874. [See BAHIA (IMPORTS AND EXPORTS), PARA, PERNAMBUCO, AND RIO DE JANEIRO.]

BREMEN. Consul Ward prefaces the detailed statements given in his report of January 30, 1876, on the trade of this port, by a notice of the depressed commercial state of Germany in the latter part of 1874 and in 1875, and the following table, showing the number and tonnage of the ships which arrived at the port in each year from

BRISTOL

1871 to 1875, both inclusive, shows the extent to which Bremen has suffered :

Years	Total Ship	Total Tonnage
1871	3,237	866,013
1872	3,638	851,616
1873	3,465	978,998
1874	3,407	890,101
1875	2,901	845,798

Of the arrivals in 1875, 318 ships, of 141,907 tons, were British, as against 418 ships, of 158,713 tons, which entered the port in 1874.

BRINDISI. In 1875, 683 vessels, of 394,036 tons, entered Brindisi, showing an increase of tonnage and a smaller number of vessels, the falling off in the latter being attributed to the reduced number of small sailing craft. Of the vessels arriving in 1875, 158 were British, of 178,209 tons, as against 148 ships, of 162,610 tons, in 1874. (Consul Grant's Report of January 28, 1876.)

BRISTOL. The value of the exports of the produce of the United Kingdom from this port in 1875 was 499,748*l.*, as against 549,585*l.* in 1874. The chief articles of foreign and colonial produce imported into Bristol are corn, sugar, spirits, petroleum, wines, and fruit, and among English ports it ranks, as to such imports, next after London and Liverpool.

The total number of vessels which entered the port of Bristol in 1875 from foreign countries and British possessions and coastwise was 9,986, of 1,066,442 tons, while in the foregoing year there were 9,747, of 1,058,446 tons. The total number cleared was 9,489, of 1,054,443 tons, in 1875, as compared with 9,619, of 1,099,871 tons, in 1874. The Customs duties collected in 1875 amounted to 691,730*l.*, and in the previous year to 737,835*l.*, the continued decrease of revenue being chiefly attributable to the abolition of the sugar duties.

BUENOS AYRES. Consul Cowper, who declares this port to be one of the most detestable in the world, says it is impossible to exaggerate the inconvenience and difficulty of transit between the shipping and the shore, its expense as regards merchandise, and the extreme danger to which passengers are exposed in rough weather; large vessels are obliged to lie 12 miles from the route, and to load and unload by means of lighters. He expresses doubts whether this harbour is capable of improvement, and adds that the port will ultimately have to be formed at Ensenada, 20 miles distant, to which there is a railway. The total number of ships arriving annually at Buenos Ayres, averages 2,150, of 868,860 tons, of which 705 are steamers, of 386,373 tons, and of these, about 200 are British, measuring 180,000 tons. (Report of March 27, 1876.)

Mr. Cowper estimates that there exist in the Argentine Republic 80,000,000 sheep, 15,000,000 horned cattle, and 4,000,000 horses, of the total value of 30,000,000*l.* About 500,000 mares and cows and 12,000,000 sheep are annually killed and boiled down for tallow, or turned into Liebig's extract of meat. These, with wool, hides, sheepskins, horns, &c., are exported to the value of 9,000,000*l.*

BULLION. [See GOLD, PLATE, AND SILVER.]
BUOYS. [See LIGHTS, BUOYS, AND BEACONS, PASSENGERS, AND SEAWORTHY.]

BUTTER. The value of 1,467,870 cwts. of butter imported into the United Kingdom, chiefly from France, Holland, Germany, and Denmark, was 8,502,084*l.* in 1875, while 1,619,808 cwts., worth 9,050,025*l.*, were imported in 1874. The

CARGO

3

value of the butter exported from the United Kingdom in 1875 was 240,281*l.*

CALAIS. The passenger traffic here in 1875 was greater than in any preceding year, the number of persons passing through numbering 209,132, as against 199,356 in 1874. The chief imports are wool, coal (of which last 50,810 tons were received from Great Britain in 1874), iron, oils, flax, &c.; the chief exports being eggs, potatoes, fruits, vegetables, &c. Some important works sanctioned by the National Assembly are about to be executed at this port to the east of the town of Calais, including a capacious floating-basin, with entrance harbour, new and more powerful sluices, and a more convenient railway station for the packet service. (Consul Hotham's Reports of April 5, 1875, and April 13, 1876.)

CANAL. [See SUZ.]

CANTON. [See CHINA.]

CAOUTCHOUC.—The value of the imports of this article into the United Kingdom (chiefly from Brazil, British India, and West Coast of Africa) in 1875 was 1,570,558*l.*, as against 1,326,605*l.* in 1874; the quantity in 1875 being 153,564 cwts., and in 1874, 129,163 cwts.

CARDIFF. The value of the exports of the produce of the United Kingdom from this port in 1875 was 2,837,747*l.*, as against 5,025,641*l.* in 1874. There entered the port in 1875 from foreign countries, British possessions, and coastwise, 9,677 vessels, of 1,747,741 tons.

CARGO. The following clauses of the Merchant Shipping Act of 1876 refer to grain cargoes and deck cargoes:—

GRAIN GARGOES.

Stowage of cargo of grain, &c.—22. No cargo of which more than one-third consists of any kind of grain, corn, rice, paddy, pulse, seeds, nuts, or nut kernels, hereinafter referred to as 'grain cargo,' shall be carried on board any British ship, unless such grain cargo be contained in bags, sacks, or barrels, or secured from shifting by boards, bulkheads, or otherwise.

If the managing owner or master of any British ship, or any agent of such owner who is charged with the loading of the ship or the sending her to sea, knowingly allows any grain cargo or part of a grain cargo to be shipped therein for carriage contrary to the provisions of this section, he shall for every such offence incur a penalty not exceeding 300*l.*, to be recovered upon summary conviction.

DECK GARGOES.

Space occupied by deck cargo to be liable to dues.—23. If any ship, British or foreign, other than home trade ships as defined by the Merchant Shipping Act, 1854, carries as deck cargo, that is to say, in any uncovered space upon deck, or in any covered space not included in the cubical contents forming the ship's registered tonnage, timber, stores, or other goods, all dues payable on the ship's tonnage shall be payable as if there were added to the ship's registered tonnage the tonnage of the space occupied by such goods at the time at which such dues become payable.

The space so occupied shall be deemed to be the space limited by the area occupied by the goods and by straight lines enclosing a rectangular space sufficient to include the goods.

The tonnage of such space shall be ascertained by an officer of the Board of Trade or of Customs, in manner directed by sub-Sec. 4 of Sec. 21 of the Merchant Shipping Act, 1854, and when so ascertained shall be entered by him in the ship's official log book, and also in a memorandum

which he shall deliver to the master, and the master shall, when the said dues are demanded, produce such memorandum in like manner as if it were the certificate of registry, or, in the case of a foreign ship, the document equivalent to a certificate of registry, and in default shall be liable to the same penalty as if he had failed to produce the said certificate or document.

Penalty for carrying deck-loads of timber in winter.—24. After November 1, 1876, if a ship, British or foreign, arrives between the last day of October and April 16 in any year at any port in the United Kingdom from any port out of the United Kingdom, carrying as deck cargo, that is to say, in any uncovered space upon deck, or in any covered space not included in the cubical contents forming the ship's registered tonnage, any wood goods coming within the following descriptions; that is to say—

- (a.) Any square, round, waney, or other timber, or any pitch pine, mahogany, oak, teak, or other heavy wood goods whatever; or
- (b.) Any more than five spare spars or store spars, whether or not made, dressed, and finally prepared for use; or
- (c.) Any deals, battens, or other light wood goods of any description to a height exceeding three feet above the deck—

the master of the ship, and also the owner, if he is privy to the offence, shall be liable to a penalty not exceeding 5*l.* for every 100 cubic feet of wood goods carried in contravention of this section, and such penalty may be recovered by action or on indictment or to an amount not exceeding 100*l.* (whatever may be the maximum penalty recoverable) on summary conviction.

Provided that a master or owner shall not be liable to any penalty under this section—

1. In respect of any wood goods which the master has considered it necessary to place or keep on deck during the voyage on account of the springing of any leak, or of any other damage to the ship received or apprehended; or
2. If he proves that the ship sailed from the port at which the wood goods were loaded as deck cargo at such time before the last day of October as allowed a sufficient interval according to the ordinary duration of the voyage for the ship to arrive before that day at the said port in the United Kingdom, but was prevented from so arriving by stress of weather or circumstances beyond his control; or
3. If he proves that the ship sailed from the port at which the wood goods were loaded as deck cargo at such time before April 16 as allowed a reasonable interval according to the ordinary duration of the voyage for the ship to arrive after that day at the said port in the United Kingdom, and by reason of an exceptionally favourable voyage arrived before that day.

Provided further, that nothing in this section shall affect any ship not bound to any port in the United Kingdom which comes into any port of the United Kingdom under stress of weather, or for repairs, or for any other purpose than the delivery of her cargo. [See IMPORTATION, &c.]

CATTLE AND SHEEP. In 1875 there were imported into the United Kingdom, chiefly from Germany, Belgium, and Holland, 263,684 cattle, valued at 4,885,462*l.*, and 985,652 sheep and lambs, valued at 2,185,750*l.* An Act was passed in 1876 (39 & 40 Vict. c. 61) to amend the Cattle Diseases Act (Ireland), and to make further provisions to prevent the introduction into Ire-

land, and the occurrence or spread, of cattle plague, pleuro-pneumonia, sheep-pox, and glanders.

CHANNEL ISLANDS. [See COLONIES, &c.]
CHARLESTON. Of 438,017 bales of cotton received at Charleston in the year ending August 31, 1875, 166,322 were exported to Great Britain.

167,966 barrels of rosin were exported from Charleston during the same period, valued at 358,708 *dols.*, as against 133,863 barrels valued at 523,404 *dols.*, the average export of the previous three years. 83,983 barrels of turpentine were also exported in the year referred to, of the value of 1,083,380 *dols.*, as against 66,932 barrels of the value of 1,039,454 *dols.*, the average of the preceding three years.

Besides the operations on the bar of Charleston Harbour, and the improvement of Pumpkin Hill Channel to admit, at ordinary high water, vessels drawing 17½ to 18 feet, the Beach Channel, which had been blocked up and disused since the war, has lately been greatly improved, and during 1875 vessels drawing from 16 to 17 feet have been taken through it. (Consul Walker's Report of February 4, 1876.)

CHEESE. The quantity of cheese imported into the United Kingdom in 1875 was 1,627,748 cwt., of the value of 4,709,508*l.*, as against 1,485,265 cwt., of the value of 4,483,927*l.*, in 1874.

The chief sources of these supplies are the United States, and British North America and Holland.

CHEMICAL PRODUCTS. The value of the chemical products or preparations exported from the United Kingdom, chiefly from London, Swansea, and Liverpool, in 1875, was 2,226,086*l.*, as against 2,148,049*l.* in 1874.

CHEQUES. The Acts 19 & 20 Vict. c. 25, and 21 & 22 Vict. c. 79, are repealed by the Crossed Cheques Act of 1876 (39 & 40 Vict. c. 81.)

According to Sec. 3, a 'cheque' means a draft or order on a banker, payable to bearer or to order on demand, and includes a warrant for payment of dividend on stock sent by post by the Governor and Company of the Bank of England or of Ireland, under the authority of any Act of Parliament for the time being in force.

The following are the other provisions of this Act:—

Sec. 4. Where a cheque bears across its face an addition of the words 'and company,' or any abbreviation thereof, between two parallel transverse lines, or of two parallel transverse lines simply, and either with or without the words 'not negotiable,' that addition shall be deemed a crossing, and the cheque shall be deemed to be crossed generally.

Where a cheque bears across its face an addition of the name of a banker, either with or without the words 'not negotiable,' that addition shall be deemed a crossing, and the cheque shall be deemed to be crossed specially, and to be crossed to that banker.

Sec. 5. Where a cheque is uncrossed, a lawful holder may cross it generally or specially. Where a cheque is crossed generally, a lawful holder may cross it specially. Where a cheque is crossed generally or specially, a lawful holder may add the words 'not negotiable.' Where a cheque is crossed specially, the banker to whom it is crossed may again cross it specially to another banker, his agent for collection.

Sec. 6. A crossing authorised by this Act shall be deemed a material part of the cheque, and it shall not be lawful for any person to obliterate or, except as authorised by this Act, to add to or alter the crossing.

Sec. 7. Where a cheque is crossed generally, the banker on whom it is drawn shall not pay it otherwise than to a banker.

Where a cheque is crossed specially, the banker on whom it is drawn shall not pay it otherwise than to the banker to whom it is crossed, or to his agent for collection.

Sec. 8. Where a cheque is crossed specially to more than one banker, except when crossed to an agent for the purpose of collection, the banker on whom it is drawn shall refuse payment thereof.

Sec. 9. Where the banker on whom a crossed cheque is drawn has, in good faith, and without negligence, paid such cheque, if crossed generally to a banker, and if crossed specially to the banker to whom it is crossed, or his agent for collection being a banker, the banker paying the cheque and (in case such cheque has come to the hands of the payee) the drawer thereof shall respectively be entitled to the same rights, and be placed in the same position in all respects, as they would respectively have been entitled to and have been placed in if the amount of the cheque had been paid to and received by the true owner thereof.

Sec. 10. Any banker paying a cheque crossed generally otherwise than to a banker, or a cheque crossed specially otherwise than to a banker to whom the same shall be crossed, or his agent for collection, being a banker, shall be liable to the true owner of the cheque for any loss he may sustain owing to the cheque having been so paid.

Sec. 11. Where a cheque is presented for payment, which does not at the time of presentation appear to be crossed, or to have had a crossing which has been obliterated, or to have been added to or altered otherwise than as authorised by this Act, a banker paying the cheque, in good faith and without negligence, shall not be responsible or incur any liability, nor shall the payment be questioned, by reason of the cheque having been crossed, or of the crossing having been obliterated, or having been added to or altered otherwise than as authorised by this Act, and of payment being made otherwise than to a banker or the banker to whom the cheque is or was crossed, or to his agent for collection being a banker (as the case may be).

Sec. 12. A person taking a cheque crossed generally or specially, bearing in either case the words 'not negotiable,' shall not have and shall not be capable of giving a better title to the cheque than that which the person from whom he took it had.

But a banker who has in good faith and without negligence received payment for a customer of a cheque generally or specially to himself shall not, in case the title to the cheque proves defective, incur any liability to the true owner of the cheque by reason only of having received such payment.

CHESTER. The trade of Chester continues to increase, the Customs duties collected amounting in 1875 to 103,013*l.*, as against 102,659*l.* in the previous year. In the same period 2,671 vessels, of 163,628 tons, entered this port from foreign countries, British possessions, and coastwise.

CHICORY. Our import of chicory (chiefly from Belgium) was 105,135 cwts. (raw or kiln-dried) in 1875, of the value of 60,748*l.* (exclusive of 195,495 lbs. roasted or ground, valued at 2,532*l.*), as against 122,702 cwts. in 1874, and the Customs duty collected thereon in 1875 amounted to 62,473*l.*, while in 1874 it amounted to 65,265*l.* But the decrease in the revenue under this head was more than covered by the increase under the head Coffee.

CHILE. [See IMPORTS AND EXPORTS AND VALPARAISO.]

CHINA. The total value of the imports into

the United Kingdom from China (exclusive of Hong Kong and Macao) was in 1875, 13,607,582*l.*, as against 11,145,909*l.* in the previous year, the two chief items being tea and silk. The value of the total exports from the United Kingdom to China in 1875 was 5,096,770*l.*, of which 4,923,500*l.* was for the produce of the United Kingdom, the chief items being cotton and woollen goods. [IMPORTS AND EXPORTS.]

Table showing the Value of the Direct Trade in 1875 (excluding Treasure) of the Undermentioned Chinese Ports with Foreign Countries, and that of the Direct Trade with Great Britain and its Dependencies for the same period:—

	Value of Direct Trade with Foreign Countries		Value of Direct Trade with Great Britain and its Dependencies	
	Imports from Foreign Countries	Exports to Foreign Countries	Imports from Gt. Britain, &c.	Exports to Gt. Britain, &c.
Amoy -	£ 1,306,538	992,162	£ 1,177,646	£ 305,994
Canton -	1,519,182	3,552,160	1,319,483	3,565,892
Hankow -	1,335	1,310,667	1,353	1,113,817
Newchong -	110,645	278,939	104,856	265,694
Ningpo -	610,168	1,778	605,030	85,068
Swatow -	2,119,553	184,630	2,086,234	172,796
Taiwan -	225,844	237,770	234,712	62,662
Tamsin -	180,160	21,760	180,159	21,730
Total -	5,873,823	6,551,886	5,709,475	5,391,693

CHRISTIANIA. There entered this port from Great Britain, in 1875, 122 vessels, of 66,530 tons, and with crews numbering 2,034, as against 271 vessels, of 73,229 tons and 2,635 men, in 1874. (Vice-Consul Crowe's Report of March 1, 1876.) [See also NORWAY AND SWEDEN.]

CIVITA VECCHIA. The imports into this port in 1875 are valued at 1,328,280*l.*, as against 1,319,096*l.* in 1874, and the exports at 453,464*l.* in 1875, as against 464,659*l.* in 1874. The chief imports were coal and coke, sugar, cereals, and coffee; and the principal exports staves for casks, and Roman cement.

The population was estimated at 12,000 in 1875. **COALS.** 14,544,916 tons of coals, cinders, and fuel, of the value of 9,658,088*l.*, were exported from the United Kingdom in 1875, as against 13,927,205 tons, of the value of 11,984,621*l.*, in 1874. France, Germany, and Italy were the largest recipients. The average price of coals per ton was 20*s.* 11*d.* in 1873, 17*s.* 2*d.* in 1874, and 13*s.* 4*d.* in 1875. [See SPAIN.]

COASTING TRADE. The following provisions as to making a load-line on British ships engaged in the coasting trade are contained in Sec. 27 of the Merchant Shipping Act of 1876.

1. The owner of every British ship employed in the coasting trade on the coasts of the United Kingdom (except ships under 80 tons register employed solely in that trade) shall, before proceeding to sea from any port, mark upon each of her sides amidsthips, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre:
2. The centre of this disc shall indicate the maximum load-line in salt water to which the owner intends to load the ship, until notice is given of an alteration.
3. He shall also once in every twelve months, immediately before the ship proceeds to sea, send or deliver to the collector or other principal officer of Customs of the port of registry of the ship a statement in writing of the distance in feet and inches between the centre

of the disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre.

4. The owner, before the ship proceeds to sea after any renewal or alteration of the disc, shall send or deliver to the collector or other principal officer of Customs of the port of registry of the ship notice in writing of such renewal or alteration, together with such statement in writing, as before mentioned of the distance between the centre of the disc and the upper edge of each of the deck-lines.
5. If default is made in sending or delivering any notice or statement required by this section to be sent or delivered, the owner shall be liable to a penalty not exceeding 100*l*.
6. When a ship has been marked as by this section required, she shall be kept so marked until notice is given of an alteration.

The regulations under which our coasting trade is conducted are embodied in the Customs Consolidation Act, 39 & 40 Vict. c. 36, and are as follow :—

All trade by sea from one part of the United Kingdom to another to be deemed coastwise, and no part to be deemed beyond the sea.—All trade by sea from any one part of the United Kingdom to any other part thereof shall be deemed to be a coasting trade, and all ships while employed therein shall be deemed to be coasting ships, and no part of the United Kingdom, however situated with regard to any other part, shall be deemed in law, with reference to each other, to be parts beyond the seas; and if any doubt shall at any time arise as to what or to or from what parts of the coast of the United Kingdom shall be deemed a passage by sea, the Commissioners of the Treasury may determine and direct in what cases the trade by water from one port or place in the United Kingdom to another of the same shall or shall not be deemed a trade by sea within the meaning of this or any Act relating to the Customs. (Sec. 140.)

Foreign ships in coasting trade subject to same rules as British ships.—Every foreign ship proceeding either with cargo or passengers, or in ballast, on any voyage from one part of the United Kingdom to another, or from the Islands of Guernsey, Jersey, Alderney, Sark, or Man to the United Kingdom, or from the United Kingdom to any of the said islands, or from any of the said islands to any other of them, or from any part of any of the said islands to any other part of the same, shall be subject, as to stores for the use of the crew and in all other respects, to the same laws, rules, and regulations to which British ships when so employed are now subject; but no such foreign ship nor any goods carried therein shall, during the time she is so employed, be subject to any higher or other rate of dock, pier, harbour, light, pilotage, tonnage, or other dues, duties, tolls, rates, or other charges whatsoever, or to any other rules as to the employment of pilots, or any other rules or restrictions whatsoever, than British ships employed in like manner, or goods carried therein, any law, charter, special privilege, or grant to the contrary notwithstanding; nor shall any body corporate or person having or claiming any right or title to any such higher or other rates, dues, duties, tolls, or other charges as aforesaid be entitled to any compensation in respect thereof under any law or statute relating thereto, or otherwise howsoever. (Sec. 141.)

Coasting ship confined to coasting voyage.—No goods shall be carried in any coasting ship, except such as shall be laden to be carried coastwise at some port or place in the United Kingdom,

and no goods shall be laden on board any ship to be carried coastwise until all goods brought in such ship from parts beyond the seas shall have been unladen, and if any goods shall be taken into or put out of any coasting ship at sea or over the sea, or if any coasting ship shall touch at any place over the sea, or deviate from her voyage, unless forced by unavoidable circumstances, or if the master of any coasting ship which shall have touched at any place over the sea shall not declare the same in writing under his hand to the collector or other proper officer at the port in the United Kingdom where such ship shall afterwards first arrive, the master of such ship shall forfeit the sum of 100*l*. (Sec. 142.)

Times and places for landing and shipping.—If any goods shall be unshipped from any ship arriving coastwise, or be shipped or water-borne to be shipped to be carried coastwise, on Sundays or holidays, or unless in the presence or with the authority of the proper officer of the Customs, or unless at such times and places as shall be appointed or approved by him for that purpose, the same shall be forfeited, and the master of the ship shall forfeit the sum of 50*l*. (Sec. 143.)

Master of coasting vessel to keep a cargo-book.—The master of every coasting ship shall keep or cause to be kept a cargo-book, stating the names of the ship, the master, and the port to which she belongs, and of the port to which she is bound on each voyage, and shall at every port of lading enter in such book the name of such port, and an account of all goods there taken on board such ship, stating the descriptions of the packages and the quantities and descriptions of the goods therein, and the quantities and descriptions of any goods stowed loose, and the names of the respective shippers and consignees, so far as such particulars are known to him, and shall at every port of discharge of such goods note the respective days on which the same or any of them are delivered out of such ship, and the respective times of departure from every port of lading and of arrival at every port of discharge; and such master shall, on demand, produce such book for the inspection of any officer of Customs, who shall be at liberty to make any note or remark therein; and if upon examination any package entered in the cargo-book as containing foreign goods shall be found not to contain such goods, such package, with its contents, shall be forfeited, or if any package shall be found to contain foreign goods not entered in such book, such goods shall be forfeited; and if such master shall fail correctly to keep such cargo-book, or to produce the same, or if at any time there be found on board such ship any goods not entered in such book as laden, or any goods noted as delivered, or if any goods entered as laden or any goods not noted as delivered be not on board, the master of such ship shall forfeit the sum of 20*l*. (Sec. 144.)

Account previous to departure to be delivered to collector in the annexed form, No. 11.—Before any coasting ship shall depart from her port or place of lading, an account, with a duplicate thereof, in the form No. 11 in Schedule B to this Act, and containing the several particulars indicated in or required thereby, and signed by the master, shall be delivered to the collector or other proper officer, who shall retain the duplicate, and return the original, dated and signed by him; and such account shall be the clearance of the ship for the voyage, and the transire or pass for the goods expressed therein; and if the master shall fail to deliver a correct account he shall forfeit a sum of 20*l*.: provided that the Commissioners of the Customs may, when deemed by

them expedient, permit general transires to be given, under such regulations as they may direct, for the lading and clearance and for the entry and unloading of any coasting ship and goods, but

the same may be revoked by notice in writing under the hand of the proper officer delivered to the master or owner of any ship or any of the crew on board. (Sec. 145.)

Form No. 11.

TRANSIRE.

Port of

Ship's Name	Tonnage	Port of Registry	Master's Name	Whither Bound
Foreign Goods, distinguishing Warehoused Goods removed under Bond		Quantities of Corn, Grain, Meal, Flour, or Malt	Goods liable to Duty of Excise or entitled to Drawback thereof	Here state 'Sundry' other Goods,' or 'No other Goods,' as the case may be

(Signed)

Master

Cleared the

day of

187

(Signed)

Collector, or other proper Officer

Transire to be delivered in 24 hours after arrival.—Within 24 hours after the arrival of any coasting ship at the port or place of discharge, and before any goods be unladen, the transire, with the name of the place or wharf where the lading is to be discharged noted thereon, shall be delivered to the collector or other proper officer, who shall note thereon the date of delivery; and if any of the goods on board such ship be subject to any duty of Excise, the same shall not be unladen without the authority or permission of the proper officer of Excise; and if any goods on board any coasting ship arriving in Great Britain or Ireland from the Isle of Man shall be the growth or produce of that isle, or manufactures of that isle from materials the growth or produce thereof, or from materials not subject to duty in Great Britain or Ireland, or from materials upon which the duty shall have been paid and not drawn back in Great Britain or Ireland, the same shall not be unladen until a certificate be produced to the collector or other proper officer from the collector or other proper officer at the port or place of shipment; that proof had there been made in manner required by law that such goods were of such growth, produce, or manufacture, as the case may be; and if any goods shall be unladen contrary hereto, the master shall forfeit the sum of 20*l.*; and if any goods shall be laden on board any ship and carried coastwise, or be brought to any port or place in the United Kingdom for that purpose, or having been brought coastwise shall be unladen in any such port or place contrary to the Customs Acts, such goods shall be forfeited. (Sec. 146.)

Officer may go on board and examine any coasting ship.—Any collector or other proper officer of Customs may go on board any coasting ship in any port or place in the United Kingdom, or at any period of her voyage, search such ship, and examine all goods on board, and all goods then lading or unloading, and demand all documents which ought to be on board such ship, and may require all or any such documents to be

brought to him for inspection, and the master of any ship refusing to produce such documents on demand, or to bring the same to the collector, or other proper officer when required, shall forfeit the sum of 20*l.* (Sec. 147.)

Goods brought coastwise may be entered outwards without landing.—If the master of any ship bringing any goods not liable to duty coastwise from one port of the United Kingdom to another shall desire to proceed with such goods or any of them to parts beyond the seas, he may, subject to such regulations as the Commissioners of Customs may see fit, enter such ship and goods outwards for the intended voyage without first landing the same. (Sec. 148.)

COCOA. In 1874 there were imported into the United Kingdom 17,909,478 lbs. of cocoa, of the value of 581,892*l.*, and in 1875, 15,873,624 lbs., valued at 429,912*l.*, chiefly from the British West Indies, Ecuador, and France.

COFFEE. The following table exhibits the quantity and value of the coffee imported into the United Kingdom during each of the five years ending with 1875, and the quantity re-exported during the same period:—

Years	Quantities	Value	Quantities re-exported
	Cwts.	£	Cwts.
1871	1,714,421	5,394,509	1,541,508
1872	1,484,545	5,257,403	1,116,684
1873	1,637,523	7,220,351	1,340,457
1874	1,404,923	7,064,732	1,079,784
1875	1,589,732	7,513,053	1,207,813

The quantity imported into Hamburgh in 1875 was 1,540,000 cwts., and that into Holland 1,484,000 cwts.

COINS. The following accounts, compiled from statements in the appendix to the 6th Annual Report of the Deputy Master of the Mint, show the total value of the gold, silver, and bronze coins struck at the London and Sydney mints, and those of British India, during each of 5 years.

Years	Total Value of Gold Coins	Total Value of Silver Coined	Total Value paid for Silver Bullion	Total Value of Copper Coined	Total Amount paid for Copper Bullion and Old Copper Coin
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1866	5,076,676 14 6	493,416 0 0	282,247 12 6	50,624 0 0	9,275 0 0
1867	496,397 17 11	195,842 0 0	181,000 17 11	33,501 6 8	6,260 0 0
1868	1,653,384 8 0	301,356 0 0	80,744 16 6	16,328 0 2	5,059 0 0
1869	7,372,304 17 9	76,458 0 0	135,083 0 11	20,832 0 0	8,335 15 3
1870	2,515,384 18 11	336,798 0 0	100,183 5 3	32,704 0 0	6,720 11 6
1871	9,919,656 1 2	701,514 0 0	720,821 5 9	7,616 0 0	1,196 15 0
1872	15,261,441 15 10	1,245,836 0 0	1,544,848 14 8	47,415 6 8	398 17 6
1873	5,384,568 18 11	1,081,674 0 0	525,957 0 2	46,318 13 4	15,818 9 6
1874	1,461,565 7 5	890,604 0 0	421,928 7 9	65,632 0 0	30,997 8 10
1875	245,264 0 8	594,000 0 0	588,744 17 3	69,813 6 8	34,000 2 7
	47,182,545 1 1	5,913,468 0 0	4,378,859 18 8	390,482 13 6	106,586 0 2

Account of the Quantity and Value of Gold Coin issued at the Sydney Mint, and of the Revenue derived from Mint Charges, for each of the 5 Years ending with 1876:—

Period	Sovereigns	Half Sovereigns	Total Value of Coin	Total Revenue
	No.	No.	£	£ s. d.
1871	2,814,000	—	2,814,000	18,887 14 9
1872	1,815,000	356,000	1,532,000	17,739 4 7
1873	1,478,000	—	1,478,000	12,586 18 9
1874	1,899,000	292,000	2,025,000	14,114 8 2
1875	1,212,000	—	2,122,000	13,565 11 11

Table showing the Value of Gold, Silver, and Copper Moneys coined at the Mints of British India during each of the 5 Years ending with 1874:—

Years ended 31 March	Gold	Silver	Copper	Total
	£	£	£	£
1870	78,510	6,825,537	5,432	6,909,479
1871	5,994	1,254,084	6,121	1,264,199
1872	15,413	1,690,585	25,749	1,730,857
1873	21,795	3,981,436	10,500	4,023,731
1874	15,498	2,370,012	14,461	2,399,972

[See also GOLD AND SILVER.]

COLLISIONS. In 1875 two important points were established in regard to the navigation of French rivers, and especially of the Seine, by a decision of the Court of Appeal at Rouen, viz.: 1. That the regulations concerning the lights to be carried by vessels at sea do not hold good in the navigation of rivers which are governed by prefectural decrees; and, 2. That when the position of a sailing vessel in a river is not clearly indicated by its light or lights, the steamer which is coming in an opposite direction should always take the starboard side of the stream. (Consul Bernal's Report on the Commerce of Havre for 1875.)

COLONIES. By the 17th section of the Merchant Shipping Act, 1876, it is enacted that when the legislature of any British possession provides for the survey and grant of certificates for passenger steamers to the satisfaction of the Board of Trade, her Majesty may, by Order in Council, declare these certificates to have the same force as if granted under the Merchant Shipping Acts, and to be subject to the provisions of these Acts, with or without modification; and her Majesty may impose conditions and regulations with respect to the delivery or cancellation of these certificates, as well as penalties for the breach thereof not exceeding 50*l*.

COLONIES AND COLONY TRADE.

REGULATIONS UNDER WHICH COLONY TRADE IS CONDUCTED.

These are embodied in the Customs Consolidation Act of 1876, 39 & 40 Vict. c. 36, and are as follow:—

Powers of Commissioners of Customs as to Colonies extended to Governors, &c.—The powers and authorities vested in the Commissioners of Customs with regard to any act or thing relating to the Customs, or to trade or navigation in any of the British possessions abroad, shall continue to be vested in the governor, lieutenant-governor, or other person administering the government in any such possession, and every act required by any law to be done by or with any particular officer or at any particular place, if done by or with any such officer or at any place appointed or nominated by such governor, lieutenant-governor, or other person so administering such government, shall be deemed to have been done by or with such particular officer or at such particular

place, as the case may be, and as required by law; and all commissions, deputations, and appointments granted to any officers of Customs in force at the commencement of this Act shall have the same force and effect to all intents and purposes as if the same had been granted or made in the first instance by such governor, lieutenant-governor, or person so administering the government of any such possession; and all bonds or other securities which shall have been given by or for any such officers and their respective sureties for good conduct or otherwise shall remain in force, and shall and may be enforced and put in suit at the instance of or by directions of any such governor, lieutenant-governor, or person administering the government of any such possession. (Sec. 149.)

Base coin prohibited to be imported into British possessions.—Base or counterfeit coin is hereby absolutely prohibited to be imported or brought, either by sea or inland carriage or navigation, into the British possessions in America and the Mauritius. (Sec. 150.)

Customs Acts to extend to British possessions abroad, except where otherwise provided for.—The Customs Acts shall extend to and be of full force and effect in the several British possessions abroad, except where otherwise expressly provided for by the said Acts, or limited by express reference to the United Kingdom or the Channel Islands, and except also as to any such possession as shall by local Act or ordinance have provided, or may hereafter, with the sanction and approbation of her Majesty and her successors, make entire provision for the management and regulation of the Customs of any such possession, or make in like manner express provisions in lieu or variation of any of the clauses of the said Act for the purposes of such possession. (Sec. 151.)

Foreign reprints of books under copyright prohibited.—Any books wherein the copyright shall be subsisting, first composed or written or printed in the United Kingdom, or printed or reprinted in any other country, shall be and are hereby absolutely prohibited to be imported into the British possessions abroad: provided always, that no such books shall be prohibited to be imported as aforesaid unless the proprietor of such copyright, or his agent, shall have given notice in writing to the Commissioners of Customs that such copyright subsists, and in such notice shall have stated when the copyright will expire; and the said Commissioners shall cause to be made and transmitted to the several ports in the British possessions abroad, from time to time to be publicly exposed there, lists of books respecting which such notice shall have been duly given, and all books imported contrary thereto shall be forfeited; but nothing herein contained shall be taken to prevent her Majesty from exercising the powers vested in her by the 10th and 11th Vict. c. 95, intitled 'An Act to amend the law relating to the protection in the colonies of works entitled to copyright in the United Kingdom, to suspend in certain cases such prohibition. (Sec. 152.)

Foreign manufactures with British marks.—If any articles of foreign manufacture, and any packages of such articles, bearing any names, brands, or marks being or purporting to be the names, brands, or marks of manufacturers resident in the United Kingdom, shall be imported into any of the British possessions abroad, the same shall be forfeited. (Sec. 153.) [TRADE MARKS.]

Ship and cargo to be reported on arrival.—The master of every ship arriving in the Channel Islands, whether laden or in ballast, shall come directly, and before bulk be broken, to the Custom-

house for the port or district where he arrives, and there make a report in writing to the proper officer of Customs, in the same form and manner as hereinbefore provided, on the arrival of any ship in Great Britain or Ireland from parts beyond the seas, so far as the same may be applicable; and if any goods be unladen from any ship before such report be made, or if the master fail to make such report, or make an untrue report, or do not truly answer the questions demanded of him, he shall forfeit the sum of 50*l.*, and if any goods be not reported such goods shall be forfeited. (Sec. 154.)

Entry of goods to be laden or unladen, and regulations inwards and outwards.—No goods shall be laden or water-borne to be laden on board any ship, or unladen from any ship, in the Channel Islands, until due entry shall have been made of such goods and warrant granted for the lading and unlading of the same; and no goods shall be so laden or water-borne or so unladen in the said Channel Islands except at some place at which an officer of the Customs is appointed to attend the lading and unlading of goods, or at some place for which a surffiance shall be granted by the proper officer of Customs for the lading and unlading of such goods, and in the presence or with the permission of such officer; but the Commissioners of Customs may make such regulations for the carrying coastwise of any goods, or for the removing of any goods for shipment in the said islands, as to them shall appear expedient; and all goods laden, water-borne, or unladen contrary hereto, or to any regulations to be so made, shall be forfeited. (Sec. 155.)

Goods grown or manufactured in Channel Islands.—Any goods of the growth of the Channel Islands, and any goods manufactured in the said islands from materials of the growth of the said islands, or from materials not subject to duty in Great Britain or Ireland, or from materials upon which the duty has been paid in Great Britain or Ireland, and upon which no drawback has subsequently been granted, may be imported into Great Britain or Ireland from the said islands respectively without payment of any duty, and such goods shall not be deemed to be included in any charge of duties imposed by any Act on the importation of goods generally from parts beyond the seas, except as hereinafter provided; and any person who is about to export from the Channel Islands to Great Britain or Ireland any such goods may go before a magistrate of such islands and make and sign before him a declaration that such goods, stating the quantity, quality, and description thereof, and the number and denomination of the packages containing the same, are of such growth or produce or of such manufacture, and such magistrate shall administer and sign such declaration; and thereupon the governor, lieutenant-governor, or other proper authority of the island from which the goods are to be exported shall, upon the delivery to him of such declaration, grant a certificate under his hand of the proof contained in such declaration, stating the ship in which and the port to which the goods are to be exported; and such certificate shall be the proper document to be produced at such port in proof that the goods mentioned therein are of the growth, produce, or manufacture of such island respectively, and before any such goods shall be admitted to entry at any port in Great Britain or Ireland as being the produce of the said islands (if any benefit attach to such distinction), the master of the ship importing the same shall deliver such certificate to the collector or other proper officer: provided always, that

such goods shall be charged with any proportion of such duties as shall fairly countervail any duties of Excise payable on the like goods the produce or manufacture of the part of Great Britain or Ireland into which they shall be imported, or payable upon any of the materials from which such goods are manufactured; and all goods manufactured in any of the said islands from any other materials than the materials aforesaid shall be declared and taken to be foreign goods. (Sec. 156.)

Prohibited goods not to be shipped from the Channel Islands to the United Kingdom.—If in the Channel Islands any goods, the importation whereof into the United Kingdom is prohibited, or any goods in any packages or in any manner in which the same cannot be legally imported into the United Kingdom, shall be found concealed or prepared for shipment, or be shipped, removed, or brought to any wharf, quay, or other place in the said islands, or be water-borne to be shipped on board any ship without the authority of the proper officers of Customs of the said islands, such goods shall be forfeited, and any person who shall so ship, bring, or water-bear to be shipped any such goods, or be otherwise knowingly concerned therein, or in whose custody or possession the same shall be found, shall forfeit the sum of 100*l.*, or treble the value of the goods, at the election of the Commissioners of Customs. (Sec. 157.)

Ships not to sail from Channel Islands without clearance.—No ship or boat belonging wholly or in part to her Majesty's subjects shall sail from the Channel Islands without a clearance, whether in ballast or having a cargo; and if with cargo, the master shall give bond to her Majesty in double the value of such cargo for the due landing thereof at the port for which such ship or boat clears; and shall truly answer such questions as may be put to him by the principal or other proper officer of Customs touching such ship and her intended voyage; and every such ship or boat not having such clearance, or which, having a clearance for her cargo, shall be found light, or to have discharged any part of her cargo before arrival at the port or place of discharge specified in the clearance, shall be forfeited; and the master of every ship so departing without clearance, or refusing to answer or not answering truly any such questions, or discharging any part of the cargo of such ship before arrival at her port or place of discharge, shall forfeit the sum of 50*l.* (Sec. 158.)

Stores for vessels departing from the Channel Islands.—The Commissioners of Customs may from time to time establish regulations as to the quantities, custody, and disposal of tobacco, spirits, and tea to be used as stores by the master, crew, and passengers of any vessel about to depart from the Channel Islands to any port in the United Kingdom, or to any fishing-grounds at sea, having regard to the time that will be occupied in the contemplated voyage, the tonnage of the vessel, and the number of her crew and passengers, the particulars of such stores to be noted on the clearance of the vessel; and if they or any part thereof be landed in the United Kingdom from the said vessel contrary to the regulations so established, or without the knowledge or permission of the proper officers of Customs, they shall be forfeited, and the master of such vessel shall, on proof of any such landing or unshipment, forfeit the penalty of 20*l.*; and if any stores in excess of the quantity allowed by such regulations be found on board any ship so about to depart, they shall be forfeited. (Sec. 159.)

Application of penalties.—All penalties and forfeitures recovered in the Channel Islands under this or any Act relating to the Customs shall be paid into the hands of the principal officer of the port or place where the same shall have been recovered, and shall be divided, paid, and applied as follows: (that is to say,) after deducting the charges and expenses incurred in respect thereof, one moiety of the net produce shall be paid to the Receiver-General of the islands, and the other moiety to or amongst the seizer or other persons by or through whom or whose information such seizure may have been effected, in such manner and proportion as the Commissioners of Customs may direct, except where such seizures shall have been made at sea by the commander or officer of any of her Majesty's ships of war duly authorised to make seizures, in which case such last-mentioned moiety shall be paid to such commander or officer for distribution in the usual way; and where such seizure shall consist of tobacco or spirits, the Commissioners of Customs may allow to such seizer or other persons such further reward as they see fit, not exceeding in any case the sum of 5*l.* (Sec. 160.)

Colonial laws repugnant to Acts of Parliament void.—All laws, bye-laws, usages, or customs at this time, or which hereafter shall be in practice, or endeavoured or pretended to be in force or practice, in any of the British possessions, which are in anywise contrary to the Customs Acts, are and shall be null and void. (Sec. 161.)

As to importing and exporting spirits into and from Channel Islands in ships of 40 tons and upwards.—No spirits (except rum or British spirits) shall be imported into or exported from the Channel Islands, or any of them, or be removed from any one to any other of the said islands, or be carried coastwise from any one part to any other part of any one of the said islands, or shall be shipped in order to be so removed or carried in any ship other than of the burden of forty tons or upwards, or in any cask or other vessel capable of containing liquids not being of the size or content of twenty gallons at the least if foreign, or nine gallons at the least if British or Irish; and all spirits imported, exported, removed, carried, shipped, or water-borne to be so shipped, removed, or carried contrary hereto, shall be forfeited, together with the ship, and any boat importing, exporting, removing, or carrying the same: provided always, that nothing herein contained shall extend to any spirits imported in any such ship in glass bottles as part of the cargo, nor to any spirits being really intended for the consumption of the seamen and passengers of such ship during their voyage and not being more in quantity than is necessary for that purpose, nor to any boat of less burden than ten tons for having on board at any one time any foreign spirits of the quantity of ten gallons or under, such boat having a license from the proper officer of Customs at either of the islands of Guernsey or Jersey for the purpose, being employed in carrying commodities for the supply of the island of Sark, which license such officer is hereby required to grant without fee or reward; but if any such boat shall have on board at any one time any greater quantity of spirits than ten gallons, unless in casks or packages of the size and content of twenty gallons at the least if foreign, or nine gallons at the least if British or Irish, such spirits and boats shall be forfeited. (Sec. 162.)

Provision as to importation of tobacco, &c., into Channel Islands.—No tobacco, cigars, or snuff shall be imported into the Channel Islands, nor be carried from any one of the said islands to another

of them, or from one part of any of the said islands to another part of the same, unless in ships of not less burden than forty tons, nor unless in packages each containing not less than eighty pounds net weight of such tobacco, cigars, or snuff, nor unless the provisions in and under which the like sort of goods may be legally imported into the United Kingdom are complied with; and all tobacco, cigars, or snuff imported into the said islands, or found, carried, shipped, or removed contrary hereto, or which shall be found or discovered to have been on board any ship or boat within one league of the coasts thereof, shall be forfeited, together with the ship or boat. (Sec. 163.)

Malta deemed to be in Europe.—The island of Malta and its dependencies shall be deemed to be in Europe. (Sec. 164.)

COLONIES AND DEPENDENCIES. The annexed particulars will serve to illustrate the growth and extent of the commercial intercourse between the more important British possessions and the mother country. [IMPORTS AND EXPORTS.]

AFRICAN. The exports of the produce of the United Kingdom to the Cape of Good Hope have risen in value from 1,852,152*l.* in 1871 to 4,037,475*l.* in 1875, the largest items being apparel, cotton and woollen goods, leather, and iron. The value of the imports into the United Kingdom from the Cape was, in 1875, 3,724,662*l.*, as against 2,439,889*l.* in 1871, the chief articles being wool, skins, copper, feathers, and ivory.

Natal is likewise progressing steadily towards commercial importance; the value of the exports thereto of British produce having increased in the interval between 1871 and 1875 from 345,804*l.* to 872,381*l.*

AMERICAN.—**Canada.** The Dominion took, in 1875, British produce (chiefly apparel, woollen and cotton goods, and iron) of the value of 8,414,099*l.*, as against 8,849,747*l.* in 1874, and 7,766,559*l.* in 1871; and our imports thence in 1875 are valued at 9,615,927*l.*, as against 11,336,812*l.* in 1874, and 8,623,115*l.* in 1871. The chief articles imported from Canada were timber, corn, butter, and cheese.

British West Indies. We sent to these islands in 1875, British produce (chiefly cotton goods, apparel, and iron) to the value of 2,186,527*l.*, and received sugar, rum, and other imports valued at 1,911,981*l.*

In 1876 the St. Vincent, Tobago, and Grenada Constitution Act was passed, to make provision for the government of these islands.

ASIATIC.—**India.** The value of the exports of British produce (mainly cotton goods, metals, and machinery) to British India in 1875 amounted to 24,246,406*l.*, as against 24,080,698*l.* in 1874 and 18,053,478*l.* in 1871, the value of the imports from thence being 30,137,295*l.* in 1875, as against 31,198,446*l.* in 1874, and 30,737,385*l.* in 1871, the larger items being raw cotton, rice, jute, tea, dyestuffs, seeds, &c. (See also EAST INDIES.)

How Known.

Exports of British Produce thereto in 1875, valued at	23,599,811
Imports therefrom into the United Kingdom	1,151,910

STRAITS SETTLEMENTS.

Exports of British Produce thereto in 1875, valued at	1,961,631
Imports therefrom into the United Kingdom	3,149,510

CEYLON.

Exports of British Produce thereto in 1875, valued at	1,076,732
Imports therefrom into the United Kingdom	4,380,821

AUSTRALIAN. The value of the exports of the produce of the United Kingdom to the more important Australian colonies, and the imports therefrom, exclusive of gold, were as follows in 1871 and 1875:—

COTTON

	Exports to		Imports from	
	1871	1875	1871	1875
Victoria -	4,244,000	6,534,795	5,344,015	8,042,858
New South Wales -	3,241,126	5,581,638	5,659,100	4,448,680
New Zealand -	1,370,755	3,554,090	2,529,297	5,489,158
Queensland -	345,618	1,125,214	639,741	930,106

Apparel, cotton and woollen goods, and iron being the most important exports to, and wool in all cases being the chief import from, these colonies. [See also MINT AND PRECIOUS METALS.]

CONSULAR COURTS. [See SIAM.]

COPENHAGEN. The Danish mercantile marine consisted in 1874 of 2,822 sailing ships, with a total tonnage of 196,128 tons, and 185 steamers, of 20,422 tons, of which 406 vessels, of 65,445 tons, belonged to Copenhagen. [See also DENMARK.]

CUSTOMS

11

COPPER. The value of the copper imported into the United Kingdom in 1875 was as follows:—

Copper Ore and Regulus	£2,039,767
Unwrought, part Wrought, and Old Copper	5,460,274
Manufactures unenumerated	72,570
	£5,572,711

as against 5,099,127*l.* in 1874.

[See PYRITES.]

CORK. The value of the exports from Cork in 1875 of the produce of the United Kingdom was 4,789*l.*

Her chief imports were corn and wine.

In 1875, there entered this port from foreign countries, British possessions, and coastwise 2,781 vessels, of 698,068 tons.

CORN. The following table exhibits the total value of each description of corn and flour imported into the United Kingdom in each of the 5 years ending with 1875:—

	1871	1872	1873	1874	1875
Corn, Wheat	23,519,843	26,163,185	29,539,746	25,436,932	27,510,469
Barley	3,399,598	6,191,096	4,015,372	5,291,287	4,655,544
Oats	4,167,675	4,301,492	4,799,839	5,116,732	5,406,758
Maise	6,468,865	8,691,192	6,646,991	7,482,720	8,119,957
Other kinds	1,518,130	1,835,266	1,985,377	2,189,383	2,468,599
Flour, of Wheat	4,497,639	5,449,552	5,449,552	5,683,076	4,870,257
“ of other kinds	20,507	35,626	62,434	68,072	60,907
Total	42,691,464	51,228,816	51,737,811	51,470,802	53,086,591

The total quantity imported in 1875 being 107,521,642 cwt., as against 94,997,836 cwt. in 1874.

COTTON. The total quantities and values of the raw cotton imported into the United Kingdom in each of the 5 years ended with 1875 were as follows:—

1871	15,875,848	55,907,070
1872	18,578,906	53,380,670
1873	15,639,352	54,704,417
1874	13,989,861	50,696,496
1875	15,524,564	46,259,822

The chief supplies having been obtained from the United States, British India, Egypt, and Brazil.

COTTON YARN AND COTTON MANUFACTURES. The annexed account contrasts the value of the exports of cotton yarn and cotton manufactures from the United Kingdom in each of the 5 years ending with 1875:—

	1871	1872	1873	1874	1875
Cotton Yarn	15,061,204	16,697,426	15,896,440	14,517,425	15,172,860
Cotton Manufactures:					
Piece Goods, White or Plain	35,505,025	31,842,828	34,283,471	34,741,081	33,255,013
“ “ Printed, Checked, or Dyed	19,565,537	23,260,694	21,580,770	19,802,708	19,900,918
Of Mixed Materials	765,772	628,941	628,941	678,455	470,955
Of other Kinds	4,147,473	4,535,516	4,974,990	4,707,555	4,971,927
Total of Cotton Manufactures	57,760,707	63,466,729	61,468,172	59,730,900	58,598,853

COURTS OF SURVEY. [See SEAWORTHY.]

CURRENTS. The 1,057,704 cwt. of currants brought into the United Kingdom in 1875 were almost entirely imported at London and Liverpool. Greece alone furnished 1,046,662 cwt., valued at 1,410,678*l.*, and the whole import of currants was valued at 1,424,188*l.*, as against 1,290,574*l.* in 1874 and 1,472,891*l.* in 1871. [See PATRAS.]

CUSTOMS. Greater facilities are afforded to exporters of spirits by the Customs and Inland Revenue Act of 1876 (39 Vict. c. 16), inasmuch as bottles of any capacity, as well as quarts and pints, may be used when spirits deposited in a Customs or Excise warehouse are bottled and packed in cases for exportation only.

The Customs Duties Consolidation Act of 1876, 39 & 40 Vict. c. 35, provides that all gold and silver plate imported from foreign parts, and sent to any assay office in the United Kingdom to be assayed, shall, in addition to the marks for the

time being used at such assay office for the purpose of marking British plate, be marked with the further mark of the letter F on an oval escutcheon, to denote that such gold or silver plate was imported from foreign parts.

Foreign and British unsweetened spirits and rum may, under this Act, be methylated in a Customs or Excise warehouse, provided the spirits be of not less strength than 50 per cent., or rum of not less than 20 per cent., over proof, and in quantity not less at one time than 450 gallons of British spirits, nor of foreign spirits and rum less than the contents of the whole cask imported, with not less in either case than one-ninth of its bulk measure of wood naphtha or methylic alcohol, or with such other article or substance mentioned in the Act 18 & 19 Vict. c. 38, and payment be made of the difference between the Customs duty on such spirits or rum, and the Excise duty on spirits distilled in the United Kingdom, and that the wood naphtha or methylic alcohol

or other article or substance to be mixed with such spirits, be previously examined and approved by an officer of Customs or Inland Revenue, and this methylated spirit may be exported.

For table of duties fixed by this Act see **TARIFF.**

The Legislature also passed in 1876 a Customs Laws Consolidation Act (39 & 40 Vict. c. 86), the chief provisions of which will be found under the heads **COASTING TRADE, COLONIES AND COLONY TRADE, IMPORTATION AND EXPORTATION, &c.**

Beyond limiting the number of Commissioners to five, there is no material alteration in the clauses relating to the management of the Department of the Customs. The first ten clauses relate to management, appointment of officers, &c.

Officers taking fee or reward not authorised by law are to be dismissed. (Sec. 5.)

The Treasury may appoint ports and quays, and alter or vary their limits. But such alterations or variations in limits are not to affect rights (irrespective of Customs) co-extensive with pre-existing limits. Ports so appointed by Treasury warrant to be deemed ports for the purposes of 54 Geo. III., c. 159 (sec. 11), and the Treasury may appoint warehousing ports and inland bonding places and warehouses, &c.; and the Commissioners of Customs may fix the amount of rent to be paid for goods deposited in such warehouses. (Sec. 12.)

The warehouse-keeper must give general security for duties chargeable on such goods (Sec. 13.)

The Commissioners may appoint stations and sufferance wharves, for lading and unlading of goods, and regulate discharge of cargo, and station officers on board ships. (Sec. 14.)

The Commissioners may order in what ports goods cleared for drawback or from the warehouse may be carried or water-borne by authorised persons for exportation, or water-borne from any importing ship to be landed, and may require security from them. (Sec. 16.)

All duties and drawbacks are to be paid in British currency, and according to imperial weight and measure. (Sec. 17.)

When new duties of Customs are imposed, the former ones are to continue until the new ones become chargeable. (Sec. 18.)

Goods in warehouse, when entered for home consumption, are to be chargeable with existing duties on the like sort of goods. (Sec. 19.)

When contracts have been entered into for the sale of goods, duty paid, before a change of Customs duty thereon, the amount of increased or decreased duty is to be added or deducted by the seller. (Sec. 20.)

In London, any sum due on debenture, &c., is to be paid out of Commissioners account at the Bank of England; at any other port out of moneys in the collector's hands, and the time for obtaining the return of duties overpaid is extended to six years. (Sec. 25.)

The forgery of any draft, instrument, or writing or uttering the same knowing it to be forged, for the purpose of defrauding the Commissioners or anyone, is declared to be a felony. (Sec. 28.)

DANGEROUS GOODS. [See **CARGO, EXPLOSIVE SUBSTANCES, AND IMPORTATION AND EXPORTATION.**]

DANTZIG. Of 1,669 ships, of 525,264 tons, which entered this port in 1875 (including 337 steamers, of 198,487 tons), 335, of 152,886 tons (including 146 steamers of 115,196 tons), were British, while 775 came from the United Kingdom.

The exports of grain and seeds in 1875 amounted to 160,695 tons, as against 121,223 tons in 1874. The exports of wheat alone in 1875 amounted to 143,508 tons. But, while there was an increase under this head, there was a marked diminution in the export of timber. The number of cargoes in 1875 being 971, as against 1,252 in 1874; 342 cargoes having been shipped to the United Kingdom in 1875, as compared with 485 in 1874. This decline in the export of timber has affected the shipping entered at this port. Of 263 ships that cleared with grain cargoes for the United Kingdom, 229 carried grain and seeds, and 34 grain and goods.

DECK LINES. The marking of deck lines, painted 12 inches in length and 1 inch in breadth, on British ships is provided for by Sec. 25 of the Merchant Shipping Act of 1876. [See **SEA-WORTHY.**]

DENMARK. The declared value of the British and Irish produce exported to Denmark and Iceland in 1875 was 2,323,707*l.*, and the value of the imports from the same into the United Kingdom in 1875 was 4,241,671*l.*, as against 2,519,522*l.* exports and 3,890,492*l.* imports in 1874. [See **COPENHAGEN, ICELAND, AND IMPORTS AND EXPORTS.**]

DOCKS. A new dock on the Thames was formally opened by the Surrey Commercial Docks Company on November 7, 1876. The following description of it is extracted from the *Times* of the following day:—

'The new dock, named the Canada Dock, is designed to meet the necessary requirements of the timber trade, the present demands of which are attested by the stacks of timber in the Company's yards. The Canada Dock is almost in the south-west corner of the Company's system. It is rectangular in shape, and its western quay is over the East London Railway just before it enters the Thames Tunnel. Its dimensions are 1,500 ft. in length, 500 ft. in width, with a water area of 16½ acres, and a depth of 27 ft. of water under Trinity high-water level. It communicates with existing Albion Dock by an entrance 50 ft. in width. The quay space surrounding the new dock is upwards of 21 acres in area. The walls are mostly built of concrete, that for the facing being set in blocks from one and a half to two tons in weight, dovetail-shaped, and bonded into the mass with concrete backing. The Surrey Commercial Docks have been extended from time to time until they now comprise ten docks and seven timber-ponds, with an aggregate water area of 176 acres and land or wharfe area of 193 acres, making together an area of 369 acres of dock property. The docks have four entrances from the Thames at different points, extending over a length of 1½ mile of the river. The length of the quays available for shipping is five miles. The new dock has been constructed from the designs and under the direction of the Company's engineer, Mr. James A. McConnochie.'

DOVER. The value of the exports in 1875 of the produce of the United Kingdom from this port was 1,430,895*l.*, as compared with 1,842,690*l.* in 1874 and 2,567,917*l.* in 1872. There entered into this port in 1875, from foreign countries, British possessions, and coastwise, 2,567 vessels, of 532,290 tons. The chief imports were silk and woollen manufactures and wine.

DUES. The space occupied by goods carried on the deck of any British or foreign ship, other than home trade ships, is by the Merchant Shipping Act of 1876, sec. 23, to be liable in future to all dues payable on the ships' tonnage.

DUNDEE. This port has still the largest

share of the trade in jute; for, of 8,416,617 cwts. imported into the United Kingdom in 1875, and valued at 2,575,512*l.*, Dundee received 1,847,188 cwts., and the value of her imports has risen from 48,240*l.* in 1871 to 676,867*l.* in 1875.

There entered this port in 1875, from foreign countries, British possessions, and coastwise 1,613 vessels, of 404,505 tons.

EARTHEN AND CHINA WARE. The value of the exports in 1875 (chiefly from Liverpool and London) of earthen and china ware, the produce of the United Kingdom, was, in 1875, 1,858,966*l.*, as against 1,861,760*l.* in 1874. The exports were mostly to the United States, British North America, and Australia.

The imports into the United Kingdom of china and porcelain ware (chiefly from France and Germany) in 1875 were 46,182 cwts., valued at 886,666*l.*

EAST INDIES. Of the total imports (including treasure) into British India in 1874, by sea, valued at 88,386,142*l.*, the United Kingdom contributed by far the largest portion, valued at 29,665,768*l.*; and of the exports from British India by sea in the same year, including treasure, and amounting in value to 56,874,849*l.*, the Indian produce or manufactures represented 53,114,419*l.*

The chief articles of import into India were cotton manufactures (constituting in value one-half of the whole), machinery and metals, salt and raw silk, and manufactures of silk and wool. [See also COIN, COLONIES AND DEPENDENCIES, IMPORTS AND EXPORTS, SILVER, AND SLAVES.]

EGGS. The number and value of the eggs imported into the United Kingdom in 1875, chiefly from France and Germany, were as follows:—6,176,863 great hundreds, of the value of 2,559,860*l.*, as against 2,438,134*l.* the value in 1874 of 5,671,269 great hundreds imported.

EGYPT. Our imports in 1875 from Egypt, the chief articles being cotton and corn, were valued at 10,895,043*l.*, as against 10,514,798*l.* in 1874, and 16,887,424*l.* in 1871. Our exports to Egypt in 1875, chiefly cotton goods and metals, were stated to be worth 8,086,284*l.*, as against 8,674,259*l.* in 1874, and 7,125,855*l.* in 1871. Of the exports in 1875, the value set down as representing the produce of the United Kingdom was 2,945,846*l.* [See also IMPORTS AND EXPORTS AND SUEZ.]

EMIGRANTS. [See PASSENGERS.]

EXCISE. [See CUSTOMS.]

EXPLOSIVE SUBSTANCES. Still further to avoid such calamities as that referred to under the head GUNPOWDER in the last Supplement to this Dictionary, the Conservators of the River Thames have (October 7, 1876) inserted the following notice in the *Times*:—

Notice is hereby given, that the Conservators of the River Thames, in exercise of the powers and authority vested in them by the Explosives Act, 1875, intend to apply to the Board of Trade for the confirmation of the following bye-laws:—

1. Bye-Laws Nos. 37, 49, 50, 52, and 55 of the Bye-Laws of 1876, for the regulation of the carriage of Explosives on the river Thames, sanctioned by the Board of Trade on the 26th day of January, 1876, shall, after these present Bye-Laws shall have been sanctioned by the Board of Trade, be and the same are hereby repealed, and in lieu thereof the following Bye-Laws are substituted:—

37. Any explosive of the fifth (fulminate) class, or any such explosive of the sixth (ammunition) class as contains its own means of ignition,

or any explosive of the seventh (firework) class, shall not be conveyed in the same ship or boat with any explosive not of the class and division to which it belongs, unless it be sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

49. Ships shall not carry more than 1,000 lbs. of any explosive (other than explosive of the first division of the sixth ammunition class) at the same time with any naphtha, paraffin, petroleum, or other volatile oil, except a small quantity for the ship's own use, and such naphtha, paraffin, petroleum, or other volatile oil, shall not be used for any purpose or any pretence whatever in a ship carrying more than 1,000 lbs. of any explosive (other than explosives of the first division of the sixth ammunition class) whilst such ship is in the river Thames within the jurisdiction of the Conservators.

This Bye-Law shall be deemed to be, and read as if it were included in Part I. of these Bye-Laws.

50. The explosives to which this part refers may be loaded and unloaded at the following and at no other public wharves:—Orchard Ferry, Ferry in Bugsby's Hole, Charlton Causeway, Erith Causeway.

Explosives belonging to Division I. of the sixth (ammunition) class may also be loaded or unloaded at the public wharf, Blackwall Stairs.

50a. Whenever any explosive is about to be loaded or unloaded at the public wharves specified in Bye-Law 50, notice shall be given beforehand by the person or persons directing the loading or unloading to the inspecting officer of the district appointed by the Conservators under the Explosives Act, 1875, and to the Divisional Superintendent of Police acting in that district.

This Bye-Law shall be deemed to be, and read as if it were included in Part I. of these Bye-Laws.

52. Ships or boats laden wholly or in part with any of the above-named explosives shall not proceed up the river Thames beyond or to the westward of Hole Haven, nor shall any ship or boat load or unload the explosives above mentioned at any place in the river except within one mile of the entrance of Hole Haven.

55. Notwithstanding anything herein contained, a quantity not exceeding five tons of the above-named explosives may, by special permission given by the Conservators, be loaded or unloaded on board ships at or near the lowest buoy in Higham Bight, and boats may load or unload the above-named explosives at such place or places, and in such quantities as the Conservators may, by special permission, allow.

And further notice is given that the Conservators of the River Thames will receive objections to or representations respecting the above-proposed Bye-Laws during one calendar month from the date hereof, to be addressed to me, their Secretary, at their office, No. 41 Trinity Square, Tower Hill, London.

E. BURSTAL, Secretary.

No. 41 Trinity Square, Tower Hill, London, E.C.,
October 7, 1876.

FISH. In 1875, 840,090 cwts. of fish, of the value of 1,266,577*l.*, were imported into the United Kingdom, as against 661,406 cwts. in 1874, valued at 981,950*l.*, the fresh fish coming chiefly from Holland and Norway, and the cured or salted from North America, Norway, and France. From the United Kingdom there was exported in 1875 fish to the value of 1,192,481*l.*, the chief item

being 684,755 barrels of herrings, valued at 956,620*l.*, the portion taken by Germany being stated at 784,633*l.*

The Salmon Fisheries Act of 1876 (39 & 40 Vict. c. 19) gives power to Boards of Conservators to make bye-laws as to the time for killing trout, and the Act 39 & 40 Vict. c. 34, alters the close period for elvers in the River Severn district.

FIUME. The completion of a more favourable railway system is looked for as likely to increase the commercial importance and prosperity of this port. From its great natural advantages as a harbour, it may probably prove, ere long, the successful rival of Trieste. Both of the principal exports of Fiume, flour and timber, are the chief products of Servia, Bosnia, and the Banat, whose commerce the Hungarian administration hope to attract and secure for this their favourite port. In 1874 the value of her imports by sea and land was 19,147,624 florins, and that of her exports 18,838,150 florins. The value of imports from Great Britain was only 88,704 florins, as against 240,691 florins in 1873, and of the exports none seem to have been sent to this country. The town of Fiume has a population of about 18,000.

FLAX. The quantities and values of the different sorts of flax imported into the United Kingdom in 1875 (chiefly from Russia, Belgium, and Holland) were as follow, viz. :—

	Cwts.	£
Flax, dressed	51,490	224,012
“ rough or undressed	1,413,245	3,662,961
“ tow or cordilla of	309,805	227,338
	1,773,940	4,412,306

The imports in 1874 amounted to 2,374,086 cwts. of the value of 5,545,896*l.* [See also HEMP AND JUTE.]

FOLKESTONE. The value of the exports of the produce of the United Kingdom from this port in 1875 was 2,258,678*l.*, the chief items being cotton, linen, silk, and woollen goods and yarn. Her chief imports were leather gloves, of which 1,429,028 dozen pairs were received, besides silk manufactures of the value of 4,902,050*l.*, and woollen manufactures worth 1,571,346*l.* The vessels which entered Folkestone harbour during the same period numbered 1,182, of 186,568 tons. The Customs duties collected in 1875 amounted to 23,948*l.*, contrasting favourably with 21,648*l.* received in 1874. The population of Folkestone in 1871 was 12,694, as against 8,507 in 1861.

FOREIGN SHIPS. The following clauses of the Merchant Shipping Act of 1876 apply to the overloading and survey of foreign ships :—

FOREIGN SHIPS, OVERLOADING.

Application to foreign ships of provisions as to detention.—Where a foreign ship has taken on board all or any part of her cargo at a port in the United Kingdom, and is whilst at that port unsafe by reason of overloading or improper loading, the provisions of this Act with respect to the detention of ships shall apply to that foreign ship as if she were a British ship, with the following modifications :—

1. A copy of the order for the provisional detention of the ship shall be forthwith served on the consular officer for the State to which the ship belongs at or nearest to the place where the ship is detained.
2. Where a ship has been provisionally detained, the consular officer, on the request of the owner or master of the ship, may require that the person appointed by the Board of Trade to survey the ship shall be accompanied by such person as the consular officer

FOREIGN SHIPS

may select, and in such case, if the surveyor and such person agree, the Board of Trade shall cause the ship to be detained or released accordingly, but if they differ, the Board of Trade may act as if the requisition had not been made, and the owner and master shall have the appeal to the court of survey touching the report of the surveyor which is before provided by this Act ; and

8. Where the owner or master of the ship appeals to the court of survey, the consular officer, on the request of such owner or master, may appoint any competent person who shall be assessor in such case in lieu of the assessor who, if the ship were a British ship, would be appointed otherwise than by the Board of Trade.

In this section the expression ‘consular officer’ means any consul-general, vice-consul, consular agent, or other officer recognised by a Secretary of State as a consular officer of a foreign State. (Sec. 13.)

[See also SEAWORTHY AND SHIPPING.]

FOREIGN PASSENGER STEAMERS OR EMIGRANT SHIPS.

Provision as to survey of foreign passenger steamer or emigrant ship.—Where a foreign ship is a passenger steamer subject to the Merchant Shipping Act, 1854, and the Acts amending the same, or an emigrant ship subject to the Passengers Act, 1855, and the Acts amending the same, and the Board of Trade are satisfied, by the production of a foreign certificate of survey attested by a British consular officer at the port of survey, that such ship has been officially surveyed at a foreign port, and are satisfied that the requirements of the said Acts, or any of them, are proved by such survey to have been substantially complied with, the Board may, if they think fit, dispense with any further survey of the ship in respect of the requirements so complied with, and give or direct one of their officers to give a certificate, which shall have the same effect as if given upon survey under the said Acts or any of them : provided that her Majesty may by Order in Council direct that this section shall not apply in the case of an official survey at any foreign port at which it appears to her Majesty that corresponding provisions are not extended to British ships. (Sec. 19.)

FOWL. The preamble of the Act of 1876 (39 & 40 Vict. c. 29) refers to wild fowl as a staple article of food and commerce, and defines it to include the different species of avocet, curlew, dotterel, dunbird, dunlin, godwit, greenshank, lapwing, mallard, oxbird, peewit, phalarope, plover, plover's-page, pochard, purr, redshank, reeve or ruff, sanderling, sandpiper, sealark, shoveller, snipe, spoonbill, stint, stone-curlew, stonehatch, summer-snipe, teal, thick-knee, whaup, whimbrel, widgeon, wild duck, wild geese, and woodcock ; and fixes the close season as from February 15 to July 10, and gives the Home Secretary power to vary it.

FRANCE. Our total exports to France in 1875 were worth 27,292,455*l.*, and our imports therefrom 46,720,101*l.* [See also BOULOGNE, CALAIS, HAVRE, IMPORTS AND EXPORTS, MARSEILLES, &c.]

FREIGHT. [See SHIPS.]

FRUIT. [See CURRANTS, ORANGES AND LEMONS.]

GENOA. The value of the imports into Genoa in 1875 was 12,679,873*l.*, as against 13,644,408*l.* in 1874, and the value of her exports in 1875 was 2,458,334*l.*, as against 2,032,975*l.* in the previous

year. Of 2,718 vessels, of 1,097,594 tons, which entered this port in 1875, 406, of 290,375 tons were British. (Consul Brown's Report of February 11, 1876.) [See ITALY.]

GERMANY. [See BREMEN, DANTZIG, HAMBURGH, LLOYD'S, LUBECK, IMPORTS AND EXPORTS, &c.]

GLASGOW. The value of the exports from this port in 1875 of the produce of the United Kingdom was 9,128,372*l.*, as against 10,845,268*l.* in 1874. The chief exports were cotton and linen and jute manufactures, metals and machinery. Her chief imports were grain, hides, woollen yarn, tobacco, and wine. In 1875 there entered this port from foreign countries, British possessions, and coastwise 5,513 vessels, of 1,586,644 tons.

The Customs duties collected in 1875 amounted to 850,221*l.*, showing an increase over 1874 of 9,837*l.*, which would have been greater but for the repeal of the sugar duties in 1874.

GOLD. The following statement shows the quantities and values of the imports and exports from the United Kingdom of gold coin and bullion in each of the 5 years ending with 1875 :—

Imports.

Years	Quantities	Values
	oz.	£
1871	5,489,426	21,618,924
1872	4,659,251	18,169,412
1873	5,167,455	20,611,165
1874	4,523,144	18,081,019
1875	5,795,194	23,160,454

Exports.

Years	Quantities	Values
	oz.	£
1871	5,195,497	20,698,875
1872	4,949,386	19,748,916
1873	4,801,139	19,071,220
1874	2,735,015	10,641,636
1875	4,829,245	18,648,296

[See also COINS AND SILVER.]

GOOLE. The exports of the produce and manufactures of the United Kingdom from this port in 1875 were valued at 1,589,695*l.*, the chief items being cotton, linen, and woollen yarn and manufactures. The chief imports were corn, flour, potatoes, sugar, and wool. In 1875 there entered this port from foreign countries, British possessions, and coastwise 1,703 vessels, of 279,487 tons. The Customs dues collected in 1875 amounted to 19,823*l.*, as against 21,165*l.* in 1874. The population of Goole in 1871 was 17,215, as against 15,153 in 1861.

GOTTENBURG. 2,467 ships, of 595,808 tons, entered this port in 1875, contrasting unfavourably with 2,560, of 687,173 tons, in 1874, while the share of the United Kingdom in 1875 was 813 vessels, of 154,851 tons, being 18,684 tons more than in 1874. The value of the imports in British ships was, however, less in 1875, being 1,802,170*l.* as against 1,487,810*l.* in 1874. The chief export was, as usual, of wood. It would appear from Consul Duff's Reports of January 22 and May 4, 1876, that a dry dock has just been added to the harbour, which is also to be deepened to the uniform depth of 20 feet. [See SWEDEN.]

GRAIN CARGOES. [See CARGO, NEW YORK, AND SEAWORTHY.]

GREECE. [See CURRENTS AND PATRAS.]

GREENOCK. The value of exports from Greenock, in 1875, of the produce of the United Kingdom was 420,526*l.*, and her chief import was raw sugar, of which she received 4,540,328 cwts., as against 5,506,298 cwts. brought into London, and 3,917,553 cwts. into Liverpool, so that, as

regards this article, Greenock was second to London alone. There entered this port in 1875 from foreign countries, British possessions, and coastwise 5,646 vessels, of 1,286,142 tons; and the amount of Customs duties collected was, in 1875, 82,818*l.*, as against 189,815*l.* in 1874, the very marked decrease being due to the abolition of the sugar duties in 1874.

GRIMSBY. The value of the exports from this port in 1875 of the produce of the United Kingdom was 10,149,580*l.*, the chief items being cotton and woollen yarn and manufactures. The chief imports were provisions, cotton, flax, refined sugar, tobacco, and wool. In 1875 there entered this port from foreign countries, British possessions, and coastwise, 3,126 vessels, of 566,960 tons, as against 3,309 vessels, of 628,886 tons, in 1874.

The Customs dues collected here in 1875 amounted to 75,796*l.*, as against 64,097*l.* in 1874.

GUNPOWDER. The quantity of gunpowder the produce of and exported from the United Kingdom in 1875 was 15,045,605 lbs., valued at 395,638*l.* [See EXPLOSIVE SUBSTANCES, IMPORTATION AND EXPORTATION.]

HAIR. The following statement shows the value of each of the different sorts of hair imported into the United Kingdom (chiefly from Turkey, United States, &c.) in 1875 :—

Cow, ox, bull, or elk hair	£181,814
Goat's hair or wool	87,619
Horse hair	171,053
Manufactures of hair and of goat's wool	68,325

£1,297,509

HAMBURGH. In 1875, 5,262 ships, of 2,120,438 tons, and crews numbering 76,927, entered this port, of which 2,244 ships, of 995,210 tons, were British. The quantity of coffee imported into Hamburg in 1875, viz. 1,540,000 cwts., equalled, if it did not exceed, the total imports of this article either into Holland or Great Britain. Besides coffee, her chief imports in 1875 were, as contrasted with those of 1874, as follows, viz. :—

	1874	1875
Cocoa	40,840	30,991
Rice	360,189	288,763
Raw Sugar	998,124	750,000
Tobacco	217,870	186,971
Cotton	216,755	194,464
Coal from United Kingdom tons	850,800	917,200
Hides	728,000	781,400
Hams	497,479	607,260
Wool	71,586	86,166

The marine insurances effected in this city are very important, as will be seen from the value of the property insured against sea risks within these 3 years, viz. :—

1873	£101,547,480
1874	89,015,700
1875	84,502,500

The emigration from this port has declined steadily from 74,406 in 1872 to 31,810 in 1875.

The population of the town and suburbs in 1875, including garrison and seamen in harbour, was estimated at 345,801.

HANKOW. [See CHINA.]

HARTLEPOOL. There was exported from this port in 1875 produce of the United Kingdom to the value of 2,484,648*l.*, the chief items being cotton and woollen yarn and coals. Her chief imports were potatoes and timber.

The vessels which entered this port in the same year from British possessions, foreign countries, and coastwise were 5,694, of 1,032,885 tons.

The Customs duties collected in 1875 amounted to 10,288*l.*, as against 11,715*l.* in 1874.

HAVRE. Consul Bernal, in his Report of February 2, 1876, gives a return of the entries of

shipping at this port in the 8 years ending with 1875, from which it appears that of 2,728 vessels, of 1,408,780 tons, which entered Havre in the latter year (exclusive of those engaged in the French coasting trade) 1,211 vessels, of 565,919 tons, with crews numbering 24,191, were British. The large works in progress, comprising the widening of the entrance of the harbour, the completion of the Eure and Vauban docks, and the construction of a half-tide basin, are to be completed this year (1876), at an estimated cost of 560,000*l*. Complaints are made of the high charges levied on shipping at this port, and the contrast of the sum chargeable here and at Antwerp is 2,690 francs against 1,780.

HEMP. The quantities and values of the hemp imported into the United Kingdom in 1875 (chiefly from Russia, Germany, Italy, and the Philippine Isles), were as follow:—

	Cwts.	£
Hemp, dressed - - -	107,455	200,092
" rough or undressed - -	1,174,142	1,974,140
" tow or cordilla of - -	65,361	86,501
" vegetable substances applicable to the same uses - - -	36,162	42,454
	1,386,940	2,300,967

HOLLAND. [See IMPORTS AND EXPORTS.]

HONG KONG. The value of the imports from Hong Kong into the United Kingdom in 1875 was 1,154,910*l*., as against 747,291*l*. in the previous year, and the value of the exports thereto of the produce of the United Kingdom in 1875 was 8,599,811*l*., and of our total exports 8,839,136*l*., as against 8,909,246*l*. in 1874. [See also CHINA.]

HORSES. The number of horses imported into the United Kingdom in 1875 (chiefly from France, Holland, Germany, and Belgium) was 25,757, valued at 980,770*l*., as against 12,038 in 1874, stated to be worth 535,771*l*. The number exported in 1875 (chiefly to France, Holland and Belgium) was 3,135, of the value of 241,106*l*.

HULL. The value of the exports in 1875 of the produce of the United Kingdom from Hull was 23,273,231*l*., as against 25,298,813*l*. in 1874, the chief items being cotton and woollen and worsted yarn and manufactures, machinery, and metals.

Her chief imports were corn, wool, and sugar.

In 1875 there entered this port from foreign countries, British possessions, and coastwise, 4,809 vessels, of 1,671,196 tons, as against 5,130 vessels, of 1,689,683 tons, in 1874. The Customs duties collected at this port in 1875 amounted to 161,461*l*., as against 180,861*l*. in 1874, the decrease in revenue being attributable to the abolition of the sugar duties in the spring of 1874.

ICELAND. [See DENMARK.]

IMPORTATION AND EXPORTATION. The first ten clauses of the Customs Consolidation Act of 1876, 39 & 40 Vict. c. 107, relate to the appointment of officers of the Customs, and are referred to under the head CUSTOMS.

Clauses 11 to 16 relate to the appointment of ports, legal quays, warehouses, &c.

Clauses 17 to 29 relate to the collection and management and custody of the duties of Customs, and the payment of drawbacks and allowances.

The following clauses are so important to the commercial world that they are given almost *in extenso*.

AS TO DISPUTES BETWEEN THE IMPORTERS AND OFFICERS OF CUSTOMS RESPECTING THE DUTIES OF CUSTOMS.

In case of dispute, importer to deposit the duty, &c., demanded.—If any dispute shall arise as to

IMPORTATION

the proper rate of duty payable on any goods admissible for home consumption, the importer or consignee, or his agent, shall deposit in the hands of the collector of the Customs, at the port of importation, the duty demanded by such collector, which shall be deemed and taken to be the proper duty payable, unless an action or suit shall be commenced by the importer within three months after such deposit in one of her Majesty's courts of law at Westminster, Dublin, or Edinburgh against such collector, to ascertain whether any and what duty is payable on such goods; and, on payment of such deposit, and on the passing of a proper entry for such goods by the importer, consignee, or agent, such collector shall cause delivery thereof. (Sec. 30.)

Deposits to be carried to Consolidated Fund.—

All such deposits shall be paid by the collector to the general account of the Commissioners of Customs, to be carried by their authority to the Consolidated Fund of the United Kingdom of Great Britain and Ireland; and in case no such action or suit shall be brought, such deposit shall be applied to the use of her Majesty, in the same manner as if it had been originally paid and received as the duty due on such goods; and in case of such action or suit, if it shall be determined that the duty so deposited was not the proper duty, but that a less duty was payable, the difference between the deposit and the duty found to be due, or the whole deposit, as the case may require, shall be returned to such importer, with interest thereon at the rate of five pounds per centum per annum for the period during which the sum so paid or returned shall have been deposited; and shall be accepted by such importer in satisfaction of all claims in respect of the importation of such goods and the duty payable thereon, and of all or any damages and expenses incident thereto. (Sec. 31.)

AS TO COMPLAINTS, DISPUTES, AND INQUIRIES.

Disputes and inquiries in London.—If in the port of London any dispute shall arise between any merchants or other persons and any officer of Customs as to the seizure or detention of any ship or goods, or as to any apparently accidental omission, inadvertency, or non-compliance with the laws and regulations relating to the Customs, the Commissioners may determine such dispute as they may deem just, and if they find that penalty or forfeiture has been incurred they may mitigate or remit the same. (Sec. 32.)

Appeal to open court. Commissioner to conduct public inquiry. Power to keep order.—In case any merchant or other person who shall feel himself aggrieved by the determination of the Commissioners of Customs, or have any complaint against any officer of Customs as to anything done or omitted by him in or about the execution of his duty, the party so aggrieved or complaining shall be desirous of stating his case personally to one of the Commissioners of Customs, he may do so on application to the Board during the official hours of attendance at the Custom-house, or if he prefer it, may, on application in writing to the Commissioners of Customs, stating therein his grievance or complaint, have the same inquired into by one of the said Commissioners, who shall hear the matter in the presence of the parties, and of any persons interested or desirous of attending; and such Commissioner shall take any evidence on oath which may be tendered on such inquiry, reducing the same into writing in a narrative form, and shall lay the same, with his opinion thereon, before the Commissioners of Customs for their consideration; and such Commis-

sioner shall have the same power and authority for enforcing order during such inquiry as is vested in justices of the peace in petty sessions. (Sec. 33.)

Commissioners to prosecute or decide.—The Commissioners of Customs, upon such evidence and opinion, shall, by order under the hands of any two of them, either decide the case, or direct a prosecution if they see fit; and such decision, in case any penalty or forfeiture shall be adjudged thereby, shall have the same force and effect as a legal conviction for penalties by a justice of the peace; and a copy of such order shall be served upon the person adjudged to pay such penalty or forfeiture, either personally or by post, or by leaving the same at his last known place of abode or business, and in case of nonpayment thereof within one week after such service, unless he shall have given notice in writing to the Commissioners of Customs or their solicitor of his refusal to abide by such order, and upon the production of such order to any justice of the peace he shall enforce the same in such manner as justices are empowered by law to enforce penalties lawfully imposed by them; but if such person shall give such notice in writing to the Commissioners of Customs or their solicitor, they may direct such proceedings thereon as they may see fit, or the party against whom such order shall have been made shall have the same remedy by action at law as if no such order had been made. (Sec. 34.)

Disputes and Inquiries at Outports.—In case of any such dispute at any of the outports, the like inquiry shall be held by any collector or other person deputed for that purpose by the Commissioners of Customs, in the same manner in all respects, and with the like authority for maintaining order, as hereinbefore provided with reference to inquiries in the port of London. (Sec. 35.)

Inquiries may be conducted by Commissioners, &c. Oath may be administered.—Whenever the Commissioners of Customs shall direct any inquiry as to any matter under their management, or as to the conduct of any person employed therein, such inquiries may be held by the Commissioners for the time being, or by any one or more of them, or by any person deputed by them either specially for holding any particular inquiry or generally for holding such inquiries; and if on any such inquiry the person holding the same shall require the evidence of any witness on oath, he is hereby authorised and empowered to administer such oath; and any witness so sworn who shall give false evidence on such inquiry shall be guilty of perjury, and, on conviction, be liable to the pains and penalties thereof. (Sec. 36.)

Power to summon witnesses.—Upon any such inquiry it shall be lawful for the Commissioners of Customs, or any one of them, or other person so deputed to hold the same, to summon from any part of the United Kingdom any person required as a witness on such inquiry to attend on the hearing thereof, then and there to give evidence upon oath touching the matter of such inquiry, or otherwise in relation thereto; and every person so summoned, having the reasonable expenses of attendance, if required, tendered to him at the time of service of such summons, who shall neglect to appear in pursuance thereof, or who, having so appeared, shall refuse to be sworn, affirm, give evidence, or answer to the best of his knowledge any question put to him, shall forfeit the sum of five pounds, and in default of payment any justice shall, on production to him of a certificate under the hand of the Commis-

sioner or other person holding such inquiry, that such penalty has been incurred by the party named in such certificate, commit the offender to any prison for a period not exceeding two months. (Sec. 37.)

Regulations for conduct of inquiries.—The Commissioners of Customs shall from time to time make such rules and orders for the conduct of such inquiries as they may deem expedient. (Sec. 38.)

AS TO THE IMPORTATION, PROHIBITION, ENTRY, EXAMINATION, LANDING, AND WAREHOUSING OF GOODS.

Importation and prohibition.—It shall be lawful to import into the United Kingdom any goods which are not by this or any law in force at the time of importation thereof prohibited to be so imported, and to warehouse under the laws in force for the warehousing of goods, except as hereinafter provided, in warehouses duly approved for the warehousing of goods, without payment of duty on the first entry thereof, any goods subject to duties of Customs the importation and warehousing whereof is not prohibited by any law in force at the time of such importation: provided always, that the duties on such goods as the Commissioners of the Treasury may from time to time enumerate shall be paid on the first importation thereof, and such goods shall not be warehoused either for home consumption or exportation. (Sec. 39.)

Time of importation of goods and time of arrival of ships defined.—If upon the first levying or repealing of any duty, or the first permitting or prohibiting any importation, or at any other time, or for any of the purposes of the Customs Acts, it shall become necessary to determine the precise time at which an importation of any goods shall be deemed to have had effect, such time shall be deemed to be the time at which the ship importing such goods actually came within the limits of the port at which such ship shall in due course be reported and such goods be discharged; and if any question shall arise upon the arrival of any ship in respect of any charge or allowance for such ship, exclusive of cargo, the time of such arrival shall be deemed to be the time at which the report of such ship shall have been or ought to have been made. (Sec. 40.)

Importation direct.—No goods shall be deemed to be imported from any particular place unless they be imported direct from such place, and shall have been there laden on board the importing ship, either as the first shipment of such goods, or after the same shall have been actually landed at such place. (Sec. 41.)

The goods enumerated and described in the following table of prohibitions and restrictions inwards are hereby prohibited to be imported or brought into the United Kingdom, save as thereby excepted, and if any such goods so enumerated and described shall be imported or brought into the United Kingdom contrary to these prohibitions or restrictions contained therein, such goods shall be forfeited, and may be destroyed or otherwise disposed of as the Commissioners of Customs may direct. (Sec. 42.)

A TABLE OF PROHIBITIONS AND RESTRICTIONS INWARDS.

Goods Prohibited to be Imported.

Books wherein the copyright shall be first subsisting, first composed, or written or printed, in the United Kingdom, and printed or reprinted in any other country, as to which the proprietor

of such copyright or his agent shall have given to the Commissioners of Customs a notice in writing, duly declared, that such copyright subsists, such notice also stating when such copyright will expire.

Coin, viz. false money or counterfeit sterling.

Coin, silver, of the realm, or any money purporting to be such, not being of the established standard in weight or fineness.

Extracts, essences, or other concentrations of malt (except sugar, or extract of malt for medicinal purposes only, and fermented liquors specified in the Customs Tariff made from malt), coffee, chicory, tea, or tobacco, or any admixture of the same, except in transit, or to be warehoused for exportation only.

Indecent or obscene prints, paintings, photographs, books, cards, lithographic or other engravings, or any other indecent or obscene articles.

Snuff work.

Tobacco stalks, whether manufactured or not.

Tobacco stalk flour.

Articles of foreign manufacture, and any packages of such articles bearing any names, brand, or mark being or purporting to be the name, brand, or mark of manufacturers resident in the United Kingdom, or any name, brand, or mark which states or implies that such articles were manufactured at any place in the United Kingdom.

Any name, brand, or mark which states or implies that any such articles were manufactured at a town or place having the same name as a place in the United Kingdom, shall, unless accompanied by the name of the country in which such place is situate, be deemed for the purposes of this section to state or imply that such articles were manufactured at a place in the United Kingdom.

Clocks and watches, or any other article of metal impressed with any mark or stamp representing or in imitation of any legal British assay, mark, or stamp, or purporting by any mark or appearance to be of the manufacture of the United Kingdom.

Infected cattle, sheep, or other animals, or the carcasses thereof, and hides, skins, horns, hoofs, or any other part of cattle or other animals, which the Privy Council may, by order, prohibit in order to prevent the dissemination of any contagious distemper.

Spirits (not being cordials, or perfumed or medicinal spirits), unless in ships of forty tons burden at least, and in casks or other vessels capable of containing liquids, each of such casks or other vessels being of the size or content of twenty gallons at the least, and duly reported, or unless in glass or stone bottles, properly packed in cases, and forming part of the cargo of the importing ship and duly reported.

Tobacco, cigars, cigarillos or cigarettes, and snuff, unless into ports approved by the Commissioners of Customs for the importation and warehousing thereof, nor unless in ships of not less than one hundred and twenty tons burden, nor unless in whole and complete packages each containing not less than eighty pounds net weight of tobacco or cigars or snuff, or eighty pounds net weight of cigarillos or cigarettes including the papers forming the covering of each cigarillo or cigarette.

Tobacco, sweetened (whether manufactured or unmanufactured), except as otherwise specially provided for by this or any other Act relating to the Customs.

Wine, except into such ports as may be approved

for the importation thereof by the Commissioners of Customs.

Arms, &c., may be prohibited.—The importation of arms, ammunition, gunpowder, or any other goods may be prohibited by proclamation or Order in Council. (Sec. 43.)

Lists of prohibited books to be exposed at Custom-houses.—The Commissioners of Customs shall cause to be made, and to be publicly exposed at the Custom-houses in the several ports in the United Kingdom, lists of all books wherein the copyright shall be subsisting, and as to which the proprietor of such copyright, or his agent, shall have given notice in writing to the said Commissioners that such copyright exists, stating in such notice when such copyright expires, accompanied by a declaration made and subscribed before a collector of Customs or a justice of the peace, that the contents of such notice are true. (Sec. 44.)

Persons complaining of prohibition of books in copyright lists may appeal to a judge in chambers.

—If any person shall have cause to complain of the insertion of any books in such lists, it shall be lawful for any judge at chambers, on the application of the person so complaining, to issue a summons, calling upon the person upon whose notice such book shall have been so inserted to appear before any such judge, at a time to be appointed in such summons, to show cause why such book shall not be expunged from such lists, and any such judge shall at the time so appointed proceed to hear and determine upon the matter of such summons, and make his order thereon in writing; and upon service of such order, or a certified copy thereof, upon the Commissioners of Customs or their secretary for the time being, the said Commissioners shall expunge such book from the list, or retain the same therein, according to the tenor of such order; and in case such book shall be expunged from such lists, the importation thereof shall not be deemed to be prohibited. If at the time appointed in any such summons the person so summoned shall not appear before such judge, then upon proof by affidavit that such summons, or a true copy thereof, has been personally served upon the person so summoned, or sent to him by post to or left at his last known place of abode or business, any such judge may proceed ex parte to hear and determine the matter; but if either party be dissatisfied with such order, he may apply to a superior court to review such decision and to make such further order thereon as the court may see fit: provided always, that nothing herein contained shall affect any proceeding at law or in equity which any party aggrieved by reason of the insertion of any book pursuant to any such notice, or the removal of any book from such list pursuant to any such order, or by reason of any false declaration under this Act, might or would otherwise have against any party giving such notice, or obtaining such order, or making such false declaration. (Sec. 45.)

Vessels arriving to come quickly to place of unloading, and bring to at the stations for boarding officers.—If any ship arriving at any port or place in the United Kingdom or the Channel Islands shall not come as quickly up to the proper place of mooring or unloading as the nature of the port or place will admit, without touching at any other place, and in proceeding to such proper place shall not bring to at the stations appointed by the Commissioners of Customs for the boarding of ships, or if after arrival at such place such ship shall remove therefrom, except directly to some other proper place of mooring or unloading, and with the knowledge of the proper officer of the Customs, or if the master of any ship on board of

which any officer is stationed neglect or refuse to provide every such officer sufficient room and accommodation under the deck for his bed or hammock, the master of such ship shall forfeit the sum of 20*l*. (Sec. 46.)

Officers to board ships, &c.—The proper officers of the Customs may board any ship arriving at any port in the United Kingdom or the Channel Islands, and stay on board until all the goods laden therein shall be duly delivered therefrom, or until her departure, and shall have free access to every part thereof, with power to fasten down hatchways or entrances to the hold, and to mark any goods before landing, and to lock up, seal, mark, or otherwise secure any goods on board such ship; and if any place or any box or chest be locked, and the keys be withheld, any examining or superior officer may open any such place, box, or chest in the best manner in his power; and if any goods be found concealed on board any such ship they shall be forfeited; and if the officers shall place any lock, mark, or seal upon any goods on board, or on any place or package in which the same may be, and such lock, mark, or seal be wilfully opened, altered, or broken before due delivery of such goods, or if any of such goods be secretly conveyed away, or if the hatchways or entrances to the hold, after having been fastened down by the officer, be opened, the master of such ship shall forfeit the sum of 100*l*.; and if the proper officer of the Customs shall place any lock, mark, or seal upon any stores or upon any place or package in which the same may be on board any ship or vessel arriving in the United Kingdom, and such lock, mark, or seal be wilfully opened, altered, or broken, or if any such stores be secretly conveyed away, either while the ship remains in the port at which she shall have so arrived, or at any other port in the United Kingdom to which she may then be about to proceed, the master of such ship shall forfeit the sum of 20*l*. (Sec. 47.)

Time and place of landing goods inwards.—No goods, except diamonds, bullion, lobsters, and fresh fish of British taking and imported in British ships, which may be landed without report or entry, shall be unshipped from any ship arriving from parts beyond the seas, or be landed or put on shore, on Sundays or holidays, except by special permission of the Commissioners of Customs, nor shall they be so unshipped, landed, or put on shore on any other days, except between the hours of 8 o'clock in the morning and 4 o'clock in the afternoon from the 1st day of March until the 1st day of November, and between the hours of 9 o'clock in the morning and 4 o'clock in

the afternoon from the 1st day of November until the 1st day of March, or during such other hours as may be appointed by the Commissioners of Customs; nor shall any goods be unshipped or landed unless in the presence or with the authority of the proper officer of the Customs; nor shall any goods entered to be warehoused or liable to any duties of Customs or Inland Revenue be so landed except at some legal quay, wharf, or other place duly appointed for the landing or unshipping of goods; nor shall any such goods, after having been unshipped and put in any boat or craft to be landed, be transhipped or removed into any other boat or craft previously to their being landed, without the permission of the proper officer of the Customs; and if any such goods shall be unshipped, landed, transhipped, or removed contrary hereto, the same shall be forfeited; and if any goods shall be unshipped or removed from any importing ship for the purpose of being landed after due entry thereof, such goods shall be forthwith removed to and landed at the wharf, quay, or other place at which the same are intended to be landed; and if such goods are not so removed and landed, the same shall be forfeited, together with the barge, lighter, boat, or other vessel employed in removing the same. (Sec. 48.)

Account of bullion or coin to be delivered to the officers of Customs.—If the importer, owner, or consignee of any bullion or coin, not being small parcels forming part of the baggage of passengers imported into Great Britain or Ireland, shall not, within ten days after the landing thereof, deliver to the collector or other proper officer of Customs a full and true account thereof, including its weight and value, he shall forfeit a sum of 20*l*. (Sec. 49.)

AS TO REPORT OF CARGO.

Master to report within 24 hours after arrival, according to annexed form, No. 1.—The master of every ship, whether laden or in ballast, shall, within twenty-four hours after arrival from parts beyond the seas at any port in the United Kingdom, make due report of such ship to the collector or other proper officer in the annexed form, No. 1 in Schedule B to this Act, and containing the several particulars indicated in or required thereby, or in such other form and manner as the Commissioners of Customs may direct; and such report, except where otherwise specially allowed or provided for by their order or at ports where goods may be landed into transit sheds, shall be made before bulk be broken. (Sec. 50.)

Form No. 1.

Port of

Official Number.
Number of Register.
Date of Registry.
(If Sailing Vessel or
Steamer.)

REPORT.

Ship's Name	Tonnage	British or Foreign; if British, Port of Registry; if Foreign, Country to which she belongs	Number of Crew		Name of Master, and whether a British or Foreign Subject	Port or Place from whence arrived
			British Seamen	Foreign Seamen		
		Here state the particulars according to the above headings.				
		Total				

IMPORTATION AND EXPORTATION

CARGO.

1	2	3	4	5	6	7
Name or Names of Places where laden in order of Time	Marks	No.	Packages and Descriptions of Goods, Particulars of Goods stored loose, and General Denomination of Contents of each Package of Tobacco, Cigars, or Snuff intended to be imported at this Port	Particulars of Packages and Goods (if any) for any other Port in the United Kingdom	Goods (if any) to be transhipped or to remain on board for Exportation	Name of Consignee
Here state the particulars according to the above headings; or 'if in Ballast state,' 'In Ballast only'						
If any wreck fallen in with or picked up, to be stated						

STORES.

Surplus Stores remaining on board, viz.	
Number of alien Passengers (if any)	
Pilot's Name	
At what Station Ship lying	
Agent's Name and Address	

I declare that the above is a just report of my ship and of her lading, and that the particulars therein inserted are true to the best of my knowledge, and that I have not broken bulk or delivered any goods out of my said ship since her departure from the last foreign place of loading (except, if so, at (Signed)

Signed and declared this Master.
In presence of 187
Collector.

On failure, master to forfeit 100*l*.—If such master shall fail to make due report, or if the particulars or any of them contained in such report be false, he shall forfeit the sum of 100*l*.; and all goods not duly reported may be detained by any officer of Customs until so reported or the omission explained to the satisfaction of the Commissioners of Customs, and may in the meantime be removed to the Queen's warehouse. (Sec. 51.)

Commissioned ships, British or foreign, having goods on board, &c.—The captain or other officer having the charge of any ship (having commission from her Majesty or from any foreign State), having on board any goods laden in parts beyond the seas, shall, on arrival at any port in the United Kingdom, and before any part of such goods be taken out of such ship, or when called upon so to do by any officer of the Customs, deliver an account in writing under his hand to the best of his knowledge of the quality and quantity of every package or parcel of such goods, and of the marks and numbers thereon, and of the names of the respective shippers and consignees of the same, and shall make and subscribe a declaration at the foot of such account declaring to the truth thereof, and shall also truly answer to the collector or other proper officer such questions concerning such goods as shall be required of him, and on failure thereof such captain or other officer shall forfeit the sum of 100*l*.; and all such ships shall be liable to such searches as merchant ships are liable to, and the officers of the Customs may freely enter and go on board all such ships, and bring from thence on shore into the Queen's warehouse any goods found on board any such ship as aforesaid, subject nevertheless to such regulations in respect to ships of war belonging to her Majesty as shall from time to time be directed in that respect by the Commissioners of her Majesty's Treasury. (Sec. 52.)

Master to answer questions.—The master of every ship arriving from parts beyond the seas

shall at the time of making report answer to all such questions relating to the ship, cargo, crew, and voyage as shall be put to him by the collector or other proper officer; and if he refuses to answer or does not answer truly, or if after the arrival within four leagues of the coast of the United Kingdom bulk shall be broken, or any alteration made in the stowage of the cargo of such ship so as to facilitate the unloading of any part of such cargo before report of such ship and cargo, or if any part be staved, destroyed, or thrown overboard, or any package be opened, unless cause be shown to the satisfaction of the Commissioners of Customs, in every such case the master shall forfeit the sum of 100*l*. (Sec. 53.)

Packages reported 'Contents unknown' may be opened and examined.—If the contents of any package intended for exportation in the same ship shall be reported by the master as being unknown to him, the officers of the Customs may open and examine such package on board such ship, or bring the same to the Queen's warehouse for that purpose; and if there be found therein any goods which are prohibited to be exported such goods shall be forfeited, unless the Commissioners of Customs shall permit them to be exported. (Sec. 54.)

AS TO THE ENTRY OF DUTIABLE GOODS FOR HOME USE.

Particulars of entry on annexed form, No. 2.—The importer of any goods liable to duties of Customs, and intended to be delivered for home use, on the landing thereof from the importing ship, or his agent, shall before unshipment thereof make perfect entry of such goods by delivering to the collector or other proper officer an entry thereof in the annexed form, No. 2 in Schedule B to this Act, and containing the several particulars indicated in or required thereby, or in such other form and manner as the Commissioners of Customs may direct. (Sec. 55.)

IMPORTATION AND EXPORTATION

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Form No. 2. ENTRY FOR HOME USE.

Whether Prime or Post, and if Post date of Prime Entry _____

Port of Importation _____

Deck or Station _____

Importer's Name _____

Merchant in whose name the goods are entered - - - - -

Ship's Name	Date of Report	Master's Name	Port or Place from whence
Here state the particulars according to the above headings			
Marks	Numbers	Number of Packages, Quantity and Description, and, if a prime entry, Value of Goods, in accordance with the requirements of the Official Import List	
Here state the particulars of the goods according to the above headings			

Total amount of duty payable on this entry - £ _____

Dated this _____ day of _____ 187 _____

(Signed) _____

Importer or his Agent

Payment of duties.—The importer of any goods, or his agent, shall immediately upon the entry thereof by him for home use, pay down any duties which may be payable thereon to the collector or other proper officer appointed to receive the same; and the entry, when signed by such collector or officer, shall be the warrant for the landing and delivery of such goods, and shall be transmitted to the proper officer of Customs for that purpose. (Sec. 56.)

AS TO THE ENTRY OF GOODS INTENDED TO BE WAREHOUSED WITHOUT PAYMENT OF DUTY ON FIRST ENTRY THEREOF.

Entry for warehousing.—The importer of any

goods intended to be warehoused without payment of duty on the first entry thereof, or his agent, shall deliver to the collector, or other officer authorised to receive the same, a bill of entry in the annexed form, No. 3 in Schedule B to this Act, and containing the several particulars indicated in or required thereby, or in such other form and manner as the Commissioners of Customs may direct; and such bill of entry, when signed by such collector or officer, shall be transmitted to the proper officer of Customs, and be the warrant for the due warehousing of such goods; and upon the entry of any warehoused goods for home consumption, form No. 2 may be used, with the addition of the date of warehousing. (Sec. 57.)

Form No. 3. ENTRY FOR WAREHOUSING.

Port _____

Deck or Station _____

Importer's Name _____

Ship's Name	Date of Report	Master's Name	Port or Place from whence
Here state the particulars according to the above headings			
Marks	Numbers	Number of Packages, Quantity, Description, and Value of Goods, in accordance with the requirements of the Official Import List	
Here state the particulars of the goods according to the above headings			

I enter the above goods to be warehoused at _____

Dated this _____ day of _____ 187 _____

(Signed) _____

Importer or his Agent

AS TO THE ENTRY OF GOODS LANDED FOR EXAMINATION BY BILL OF SIGHT, AND PERFECTING ENTRY THEREOF.

Entry by bill of sight in annexed form, No. 4, when goods not known.—The importer of any goods, or his agent, if unable, for want of full information, to make a perfect entry of such goods, on making and subscribing a declaration to that

effect before the collector or other proper officer, may make an entry by bill of sight for the packages or parcels of such goods in the annexed form, No. 4 in Schedule B to this Act, and containing the several particulars indicated in or required thereby, or in such other form and manner as the Commissioners of Customs may direct. (Sec. 58.)

IMPORTATION AND EXPORTATION

Form No. 4.

ENTRY BY BILL OF SIGHT.

Port _____
 Dock or Station _____
 Importer's Name _____

Ship's Name	Date of Report	Master's Name	Port or Place from whence
Marks	Numbers	Number of Packages, with the best Description the Importer is able to give	
<i>State the particulars according to the respective headings given above</i>			

I, _____ the importer (or agent to the importer) of the goods above mentioned, do hereby declare (if importer) that I have not, or (if agent) that, to the best of my knowledge, he has not received sufficient invoice, bill of lading, or other advice from whence the quality, quantity, or value of the goods above mentioned can be ascertained.

Dated this _____ day of _____

187 (Signed)

(Signed)

Collector or proper officer of Customs

Importer or his Agent

Warrant for landing.—Such entry being delivered to the collector or other proper officer, and signed by him, shall be the warrant for provisionally landing such goods to be examined by such importer in presence of the proper officers; and the importer shall, within three days, or such further time as the Commissioners of Customs shall see fit, after the landing thereof, and before the same shall be delivered, make full and perfect entry thereof, by endorsing upon such bill of sight such particulars of such goods as are herein required on making perfect entry of goods, whether for payment of duty, or for warehousing, or for delivery free of duty, as the case may be, and to such endorsement he shall affix the date thereof, together with his signature and place of abode; and such endorsement, when countersigned by the collector or other proper officer, shall be taken as the perfect entry for such goods. (Sec. 59.)

Goods entered by bill of sight not to be delivered unless duty is paid or deposited.—Where an entry for the landing and examination of goods for delivery on payment of duty shall be made by bill of sight, such goods shall not be delivered until perfect entry thereof shall have been made, and the duties due thereon paid, unless the importer, or his agent, shall have deposited with the proper officer of the Customs a sum of money sufficient in amount to cover the duties payable thereon; and if the sum deposited on a bill of sight shall not be equal in amount to the duties payable upon all the goods contained in any single package landed or examined thereby, no part shall be delivered until a perfect entry is made, and the duties paid or deposited for the whole of the goods contained in such package. (Sec. 60.)

Goods to be taken to Queen's warehouse in default of perfect entry, and sold in default of such entry within one month after landing.—If full and perfect entry of any goods landed by bill of sight, as aforesaid, be not made within three days after the landing thereof, or within such further time as the Commissioners of Customs may see fit, such goods shall be taken to the Queen's warehouse by the officers of the Customs; and if the importer shall not within one month after such landing make perfect entry of such goods, and pay the duties thereon, or on such parts thereof as can be entered for home use, together with the charges of removal and of warehouse rent, such goods shall be sold for the payment of such duties and charges (or for exportation if they be such as cannot be entered for home use, or shall

not be worth the duties), and the overplus, if any, after payment of such duties and charges, or the charges if sold for exportation, shall be paid to the importer or proprietor thereof: provided always, that if any entry at any time made as and for a full and perfect entry for goods provisionally landed by bill of sight or deposited in the Queen's warehouse as aforesaid shall not be made in manner herein required for the due landing of the goods, the same shall be deemed to be goods landed without entry. (Sec. 61.)

Goods entered for warehouse may upon further entry be delivered for home use or exportation.—If after any goods shall have been duly entered and landed to be warehoused, though not actually deposited in the warehouse, the importer shall further duly enter the same, or any part thereof, for home use or exportation, the same may be delivered and taken for home use or exportation, as the case may be. (Sec. 62.)

AS TO THE ENTRY OF BRITISH GOODS BROUGHT BACK.

British goods returned to be deemed foreign.—All British goods brought back into the United Kingdom, being of such a kind or description as, if foreign, would be liable to any duty of Customs on importation, shall be deemed to be foreign, and liable to the same duties, rules, regulations, and restrictions as foreign goods of the like kind or description, unless the same shall be brought back within five years from the time of the exportation thereof, and it shall be proved to the satisfaction of the Commissioners of Customs that they are British goods returned, in which case the same may be entered by bill of store, containing such particulars and in such manner and form as the said Commissioners may direct, and be delivered free of duty: provided always, that all goods brought into the United Kingdom for which any drawback of Excise or Customs might have been received on exportation shall be deemed and treated as foreign, unless admitted to entry by special permission of the Commissioners of Customs, and on repayment of such drawback; and all foreign goods on re-importation into the United Kingdom, whether they shall have paid duty on their first importation or not, shall be liable to the same duties, rules, regulations, and restrictions as if then imported for the first time; provided also, that if any British goods brought into the United Kingdom bear the name, brand, or mark of any British manufacturer, the

same shall, either by bill of store, or by and with the consent in writing of the proprietor of such name, brand, or mark, or his legal representative, or on proof to the satisfaction of the Commissioners of Customs, by declaration of the importer that such goods are of British manufacture, be admitted to entry as British. (Sec. 63.)

AS TO THE ENTRY OF GOODS FREE OF DUTY.

Particulars of entry according to annexed form, No. 5.—The importer of any goods not subject to duties of Customs, or his agent, shall deliver to the collector or other proper officer an entry of such

goods in the annexed form, No. 5 in Schedule B to this Act, and containing the several particulars indicated in or required thereby, or in such other form and manner as the Commissioners of Customs may direct; and such entry, when signed by the collector or other proper officer, shall be transmitted to the examining officer, and be his warrant for the delivery of the goods mentioned therein, and if such entry shall be incorrect in any particular, the importer or his agent shall, within fourteen days after the landing of the goods, deliver to the proper officer of Customs a full and accurate account thereof. (Sec. 64.)

Form No. 5.

ENTRY FOR FREE GOODS.

Part			
Dock or Station			
Importer's Name			
Ship's Name	Date of Report	Master's Name	Port or Place from whence
Here insert the particulars according to the above headings			
Marks	Numbers	Number of Packages, and Quantity, Description, and Value of Goods, in accordance with the requirements of the Official Import List	
Here state the particulars of the goods according to the above headings			
I enter the above goods as free of duty, and declare the above particulars to be true. & Dated this day of 187 (Signed) Importer or his Agent			

AS TO ENTRIES OF GOODS IN ANY OF THE FOREGOING CASES.

Bill of entry to be in duplicate.—Upon the entry of any goods, the importer, his agent, or the consignee of the ship, as the case may be, shall deliver two or more duplicates of the entry thereof, as the case may require, in which duplicates all sums and numbers may be expressed in figures; and the number of duplicates shall be such as the collector or other proper officer may require; and the importer or his agent shall produce to such officer, if required by him, the invoice, bills of lading, and other documents relating to the goods. (Sec. 65.)

Goods concealed in packages or delivered without entry forfeited.—If any goods or other things shall be found concealed in any way or packed in any package or parcel to deceive the officers, such package or parcel, and all the contents thereof, shall be forfeited; and if any goods be taken or delivered out of any ship or out of any warehouse, not having been duly entered, the same shall be forfeited: provided always, that no entry shall be required in respect of the baggage of passengers, which may be examined, landed, and delivered under such regulations as the Commissioners of Customs may direct; but if any prohibited or uncustomed goods shall be found concealed therein, either before or after landing, the same shall be forfeited, together with everything packed therewith. (Sec. 66.)

Penalty on fraudulent import entries and concealments.—If any person shall import, or cause to be imported, goods of one denomination concealed in packages of goods of any other denomination, or any package containing goods not corresponding with the entry thereof, or shall directly or indirectly import or cause to be imported or entered any package of goods as of one

denomination which shall afterwards be discovered, either before or after delivery thereof, to contain other goods or goods subject to a higher rate or other amount of duty than those of the denomination by which such package or the goods in such package were entered, such package, and the goods therein, shall be forfeited, and such person shall forfeit for every such offence a penalty of 100*l.*, or treble the value of the goods contained in such package, at the election of the Commissioners of Customs. (Sec. 67.)

Surplus stores not excessive may be entered for private use or warehouse.—The proper officer may permit surplus stores, not being merchandise, nor by him deemed excessive, to be entered for private use under and subject to the same duties, rules, and regulations as the like sort of goods would be subject to on importation as merchandise, or permit any surplus stores to be entered and warehoused for future use as ship's stores, although the same could not be legally imported by way of merchandise. (Sec. 68.)

Agent to produce authority, if required.—Whenever any person shall make application to any officer of the Customs to transact any business on behalf of any other person, such officer may require of the person so applying to produce a written authority from the person on whose behalf such application shall be made, and in default of the production of such authority refuse to transact such business. (Sec. 69.)

Officers may take samples.—The officers of Customs may on the entry of any goods, or at any time afterwards, take samples of such goods for examination, or for ascertaining the duties payable on such goods, or for such other purpose as the Commissioners of Customs may deem necessary, and such samples shall be disposed of and accounted for in such manner as the Commissioners of Customs may direct. (Sec. 70.)

No entry, &c., valid unless in accordance with Acts.—No entry or warrant for the landing of any goods shall be deemed valid unless made in accordance with the provisions of the Customs Acts. (Sec. 71.)

*Importer or agent failing to comply with regulations to forfeit 20*l*.*—Every importer, agent, or other person entering any goods who shall fail to comply with the foregoing regulations, so far as they are respectively applicable to the goods entered by him, shall forfeit a sum not exceeding 20*l*., and such goods shall be liable to forfeiture. (Sec. 72.)

AS TO THE TIME WITHIN WHICH GOODS SHALL BE ENTERED AND LANDED AFTER THE ARRIVAL OF THE IMPORTING SHIP.

Goods not entered within fourteen days may be conveyed to Queen's warehouse.—If the importer of any goods shall not, within fourteen days (exclusive of Sundays and holidays) after the arrival of the ship importing the same, make perfect entry or entry by bill of sight of such goods, or if, having made such entry, he shall not land such goods within such fourteen days, or within such further period as the Commissioners of Customs shall direct, the officers of the Customs may convey such goods to the Queen's warehouse; and whenever the cargo of any ship shall have been discharged within such fourteen days, with the exception only of a small quantity of goods, the officers of the Customs may forthwith deposit such remaining goods in the Queen's warehouse; and also at any time after the arrival of such ship may deposit any small packages or parcels of goods therefrom in the Queen's warehouse, there to remain for due entry during the remainder of such fourteen days, except as hereinafter mentioned; and if any goods so deposited in the Queen's warehouse being of a perishable nature shall not be cleared forthwith, or not being of a perishable nature shall not be cleared within three months after such deposit, or within such further period as the Commissioners may direct, and all charges of removal, freight, and warehouse rent be not paid, such goods may be sold, and the produce thereof paid in discharge of duties, freight, and charges, and the overplus, if any, to the proprietor of the goods on his application for the same; and in case such goods cannot be sold for a sufficient sum to pay the duties and charges, if ordered for sale for home consumption, or the charges if for exportation, the same may, by direction of the Commissioners of Customs, be destroyed; and any officer of Customs having the custody of any goods which shall have come to his hands under the Customs Acts, may refuse delivery thereof from the Queen's warehouse or other place of deposit until proof be given to his satisfaction that the freight due upon such goods has been paid: provided that if the importing ship and goods be liable to the performance of quarantine the time for entry and landing of such goods shall be computed from the time at which such ship and goods shall have been released from quarantine. (Sec. 73.)

Combustibles not to be deposited in Queen's warehouse.—No goods of a combustible or inflammable nature shall be brought into or deposited in the Queen's warehouse unless with the sanction of the Commissioners of Customs; and if any such goods shall be landed by the officers of Customs under the provisions of the Customs Acts, the same may be deposited in any other available place that such officers may deem fit, and whilst so deposited the same shall be deemed

to be in the Queen's warehouse, and be liable to be dealt with, at the expiration of fourteen days, in the same manner as goods of a perishable nature actually deposited in the Queen's warehouse, unless duly cleared or warehoused in some approved warehouse in the meantime; and such goods shall be chargeable with such expenses for securing, watching, and guarding the same until sold, cleared, or warehoused as aforesaid, as the Commissioners shall see fit, and neither the said Commissioners nor their officers shall be liable to make good any damage which such goods may sustain by reason or during the time of their being so deposited and dealt with as aforesaid. (Sec. 74.)

If goods remain on board importing ship beyond fourteen days, such ship may be detained for expenses.—Whenever any goods shall remain on board any importing ship beyond the period of fourteen days after the arrival of such ship, or beyond such further period as the Commissioners of Customs may allow, such ship shall be detained by the proper officer of Customs until all expenses of watching or guarding such goods beyond fourteen days, or such further time, if any, allowed as aforesaid, not exceeding five shillings per diem, and of removing the goods, or any of them, to the Queen's warehouse, in case the officers shall so remove them, be paid, and the like charge per diem shall be made in respect of any derelict or other ship coming, driven, or brought into the United Kingdom under legal process, by stress of weather, or for safety when it is necessary to station any officer of Customs in charge, either on board thereof or otherwise, for the protection of the revenue, so long as the officer shall so remain. (Sec. 75.)

AS TO THE UNSHIPING, LANDING, EXAMINATION, WAREHOUSING, AND CUSTODY OF GOODS.

Unshipping, carrying, landing, weighing, &c., and depositing of goods, to be done at the expense of the importer.—The unshipping, carrying, and landing of all goods, and bringing them to the proper place for examination and weighing, putting them into the scales, opening, unpacking, repacking, bulking, sorting, lotting, marking, and numbering, where such operations respectively are necessary or permitted, and removing to and placing them in the proper place of deposit until duly delivered, shall be performed by or at the expense of the importer. (Sec. 76.)

Proper officer of Customs to take account of goods for warehouse.—Upon the entry and landing of any goods to be warehoused, or within such period as the Commissioners of Customs shall direct with respect to the same or any of them, the proper officer of Customs shall take a particular account of such goods at the quay or wharf at which they shall be so landed, or in the warehouse of the port of arrival, or if they be goods of which the account is permitted to be taken in the warehouse, or in the warehouse of any other port to which they may be consigned and allowed to be removed by the authority of the Lords Commissioners of the Treasury, or the Commissioners of Customs, and shall cause to be marked on each package of which such account shall be taken the contents thereof, and shall enter in a book prepared for that purpose, containing the name of the import ship and of the person to whose name they are entered, the marks, numbers, and contents of each such package, the description of the goods, and the warehouse or place in the warehouse in which the same shall be deposited, and when the same shall have been so deposited with the authority of such officer he

shall certify that the entry and warehousing of such goods is complete, and such goods shall from that time be considered goods duly warehoused; and if any such goods shall be delivered, withheld, or removed from the proper place of examination before the same shall have been examined and certified by such officer, such goods shall be deemed to be goods not duly entered or warehoused, and shall be forfeited. (Sec. 77.)

Goods to be entered and duties ascertained and paid according to landing account.—The account of the goods so taken as aforesaid shall be the account upon which the duties payable upon such goods shall be ascertained when the same shall ultimately come to be delivered upon due entry for that purpose, and the same shall be entered, and the full duties due thereon be paid according to the quantity taken in such account, without any abatement for any deficiency, except as hereinafter provided. (Sec. 78.)

Warehoused goods to be deposited in original packages or those of which account is taken.—All goods warehoused shall be deposited in the packages in which the same shall have been imported, except such goods as are permitted to be skipped on the quay, or bulked, sorted, lotted, packed, or repacked in the warehouse after the landing thereof, in which case they shall be deposited in the packages in which the same shall be when the account thereof is taken by the proper officer; and if such goods are not so deposited, or if any alteration shall afterwards be made in the goods or packages so deposited, or in the packing thereof in the warehouse, or in the marks and numbers of such packages, or if the same shall be removed from the room in the warehouse in which the same are deposited, without the presence and sanction of the proper officers, except for delivery under the proper warrant, order, or authority for that purpose, such goods and packages shall be forfeited. (Sec. 79.)

Commissioners to direct what goods may be bulked, sorted, packed, &c.—The Commissioners of Customs may direct what goods may be skipped on the quay, or be bulked, sorted, lotted, packed, or repacked, and determine in respect of what goods the account may be taken in any warehouse approved by them for that purpose, and within what time after the landing thereof, and on such conditions as they may deem necessary. (Sec. 80.)

*Warehouse-keeper neglecting to stow goods properly to forfeit 5*l*.*—If the occupier of any warehouse shall neglect to stow the goods warehoused therein so that easy access may be had to every package and parcel thereof, he shall for every such neglect forfeit the sum of 5*l*. (Sec. 81.)

*Warehouse-keeper neglecting to produce goods deposited when required to forfeit 5*l*.*—If the occupier of any warehouse shall not produce to any officer of Customs on his request any goods deposited in such warehouse which shall not have been duly cleared and delivered therefrom, such occupier shall for every such neglect forfeit the sum of 5*l* in respect of every package or parcel not so produced, besides the duties due thereon. (Sec. 82.)

Goods not duly warehoused, or fraudulently concealed or removed, forfeited.—If any goods entered to be warehoused shall not be duly warehoused in pursuance of such entry, or being duly warehoused shall be in any way concealed in or removed from the warehouse, or abstracted from any package, or transferred from one package to another, or otherwise, for the purpose of illegal mixing, removal, or concealment, they shall be forfeited. (Sec. 83.)

*Persons clandestinely opening warehouse, &c., to forfeit 100*l*.*—If any person shall clandestinely open any warehouse, or, except in the presence of the proper officer of Customs acting in the execution of his duty, gain access to the goods therein, he shall for every such offence forfeit the sum of 100*l*. (Sec. 84.)

Who liable for goods taken out of warehouse without entry.—If any goods shall be taken out of any warehouse without due entry, the occupier of such warehouse shall forthwith pay the duties due upon such goods; and every person taking out any goods from any warehouse without payment of duty, or who shall aid, assist, or be concerned therein, and every person who shall destroy or embezzle any goods duly warehoused, shall be deemed guilty of a misdemeanor, and shall, conviction, suffer the penalty by law inflicted in cases of misdemeanor; but if such person shall be an officer of Customs or Excise not acting in the due execution of his duty, and shall be prosecuted to conviction by the importer, consignee, or proprietor of such goods, no duty shall be payable for or in respect of such goods, and the damage occasioned by such destruction or embezzlement shall, with the sanction of the Commissioners of the Treasury, be repaid or made good to such importer, consignee, or proprietor by the Commissioners of Customs. (Sec. 85.)

If goods be damaged by fire, &c., the importer not entitled to compensation.—No compensation shall be made by the Commissioners of Customs to any importer, proprietor, or consignee of any goods by reason of any damage occasioned thereto in the warehouse by fire or other inevitable accident. (Sec. 86.)

Commissioners of Customs may remit duties on warehoused goods lost or destroyed.—If any goods warehoused or entered to be warehoused, or entered to be delivered from the warehouse, shall be lost or destroyed by unavoidable accident, either on ship board or in removing, landing, or receiving into the warehouse, or in the warehouse, the Commissioners of Customs may remit or return the duties due or paid thereon. (Sec. 87.)

AS TO THE REMOVAL OF WAREHOUSED GOODS.

Goods may be removed from one warehousing port to another, or from one warehouse to another in the same port.—Any goods warehoused at any port in the United Kingdom may be removed by sea or by inland carriage to any other port in which the like kind of goods may be warehoused to be re-warehoused at such other port, and again as often as may be required at any other such port to be there re-warehoused, or, with the permission of the proper officers of Customs, from any warehouse in any port to any other warehouse in the same port, under such regulations and with such security as the Commissioners of Customs may direct, on the delivery to the proper officer by the person requiring such removal of a request note, stating the particulars of the goods required to be removed, the name of the port, or of the warehouse if in the same port, to which the same are intended to be removed, and with such other information and in such manner and form as the Commissioners of Customs or the proper officer may direct or require. (Sec. 88.)

Officers at port of removal to transmit account of goods to officers at port of destination.—On the delivery of any goods for removal, an account, containing the particulars thereof, shall be transmitted by the proper officer of the port of removal to the proper officer of the port or place of destination, and the person requiring the removal thereof shall enter into bond, with one sufficient

surety, in a sum equal at least to the duty chargeable on such goods, for the due arrival and re-warehousing thereof at the port or place of destination within such time as the Commissioners of Customs may direct, such bond to be taken by the collector or other proper officer, either of the port or place of removal or the port or place of destination, as shall best suit the residence or convenience of the parties interested in such removal; and if such bond shall have been given at the intended port or place of destination, a certificate thereof, under the hand of the collector or other proper officer of such port, shall, at the time of the entering of such goods, be produced to the collector or other proper officer of the port of removal; and such bond shall not be discharged unless such goods shall have been produced to the proper officer and duly re-warehoused at the port of destination, or unless the full duties of Customs shall have been paid thereon within forty-eight hours after the arrival thereof, but in no case later than the time allowed for such removal, or shall have been otherwise accounted for to the satisfaction of the Commissioners of Customs, nor until the full duties due upon any deficiency of such goods not so accounted for shall have been paid; but any remover may enter into general bond, with such sureties, in such amount, and under such conditions as the Commissioners of Customs may approve, for the removal from time to time of any goods from one warehouse to another, and for the due arrival and re-warehousing of the same at the place of destination, within such time or times as the said Commissioners may direct. (Sec. 89.)

Goods on arrival at the port of destination, to be subject to same regulations as goods on first importation.—Upon the arrival of such goods at the port or place of destination, the same shall be entered and warehoused in the same manner, and under and subject to the same laws, rules, and regulations, so far as the same are or can be made applicable, as are required on the entry and warehousing of goods on the first importation thereof. (Sec. 90.)

On arrival of goods at port of destination they may, after formal re-warehousing, be entered for exportation or for home use on payment of duties.—If upon the arrival of goods so removed as aforesaid at the port of destination the parties shall be desirous forthwith to export the same, or to pay duty thereon for home use, without actually lodging the same in the warehouse for which they have been entered and examined to be re-warehoused, the officers of Customs at such port may permit the same to be entered and delivered for home use upon payment of the duties due thereon, or, after all the formalities of entering and examining such goods for re-warehousing have been duly performed, to be entered and shipped for exportation, as if such goods had been actually lodged in such warehouse; and all goods so exported, or for which the duties have been so paid, shall be deemed to have been duly cleared from the warehouse. (Sec. 91.)

Warehoused goods, if not cleared for home use or exportation within 5 years, must be re-warehoused.—All warehoused goods shall be cleared either for home use or exportation at the expiration of 5 years from the day on which the same were so warehoused, or within such further period and in such cases as the Commissioners of the Treasury shall direct, unless the owner or proprietor of such goods shall be desirous of re-warehousing the same, in which case the same shall be examined by the proper officers, and the duties due upon any

deficiency or difference between the quantity ascertained on landing and the quantity found to exist on such examination, together with the necessary expense attendant thereon, shall, subject to such allowances as are by law permitted in respect thereof, be paid down, and the quantity so found shall be re-warehoused in the name of the then owner or proprietor thereof in the same manner as on first importation: provided that, if the owner or proprietor shall, with the concurrence of the warehouse-keeper, desire to warehouse the same according to the account taken at the landing thereof, without re-examination, such re-examination may be dispensed with, the officers being satisfied that the same are still in the warehouse and that there is no reason to suspect that there is any undue deficiency; but the warehouse-keeper shall be liable to make good the duty on any deficiency not allowed by law which may be discovered in the goods at the time of delivery thereof. (Sec. 92.)

Goods in warehouse not cleared or re-warehoused, or duties paid on deficiencies after 5 years, to be sold.—If any warehoused goods shall not be duly cleared, exported, or re-warehoused, and the duties ascertained to be due on the deficiencies as aforesaid shall not be paid down at the expiration of 5 years from the previous entry and warehousing thereof, or within such further period as shall be directed as aforesaid, the same shall, after one month's notice to the warehouse-keeper, with all convenient speed be sold by public auction, either for home use, if worth the duty thereon, or for exportation, with or without the consent of the warehouse-keeper, and the proceeds thereof shall be applied to the payment of the duties, warehouse rent, and charges, and the surplus, if any, shall be paid to the owner or proprietor of such goods, if known, but if such owner or proprietor cannot be found, such surplus shall be carried to the Crown's account, to abide the claim of such owner or proprietor on his appearing and making good his claim thereto; and if such goods, on being so offered for sale, shall not be sold, then the same, after such one month's notice as aforesaid, may be destroyed, with or without the concurrence of the owner thereof or the proprietor of the warehouse in which the same were so warehoused, if the Commissioners of Customs shall see fit; and the duties due upon any deficiency in any warehoused goods not allowed by law shall be forthwith paid by the proprietor of the warehouse. (Sec. 93.)

Tobacco abandoned as not worth the duty to be destroyed.—Tobacco abandoned by the importer or proprietor as not worth the duty shall be destroyed within such time and in such manner as the Commissioners of Customs may direct, at the cost and charges of such importer and proprietor. (Sec. 94.)

Goods in warehouse may be sorted, repacked, &c.—With the sanction of the Commissioners of Customs, and after such notice given by the respective importers or proprietors, and at such times and under such regulations and restrictions as the Commissioners of Customs shall from time to time require and direct, it shall be lawful in the warehouse to sort, separate, pack, and repack any goods, and to make such alterations therein as may be necessary for the preservation, sale, shipment, or disposal thereof, provided that such goods be repacked in the packages in which they were imported, or in such other packages as the Commissioners shall permit (not being less in any case, if the goods be to be exported or to be removed to another warehouse, than is required by law on the importation of such goods); and also

to draw off British spirits into bottles for home consumption, or wine or spirits into reputed quart or pint bottles, or bottles or flasks of such smaller size as the Commissioners of Customs may see fit, for exportation only; and to draw off and mix with any wine spirits, not being British flavoured or compounded spirits, and not exceeding the proportion of ten gallons of spirits to one hundred gallons of wine, provided that if the wine so mixed be thereby raised to a greater degree of strength than 40 per cent. of such proof spirit, such wine shall not be admitted for home consumption; but wine in bond may be fortified to a greater degree of strength for exportation only, if it appear to the said Commissioners to be necessary for its preservation; and also to fill up any casks of wine or spirits from any other casks of the same respectively secured in the same warehouse; and also to rack off any wine from the lees, and mix any wines of the same sort, erasing from the cask all import brands, unless the whole of the wine so mixed be of the same brand; and also to take such samples of goods as may be allowed by the Commissioners of Customs, with or without entry, and with or without payment of duty, except as the same may eventually become payable as on a deficiency of the original quantity; and after such goods have been so separated and repacked in proper or approved packages, the Commissioners of Customs may, at the request of the importer or proprietor of such goods, cause or permit any refuse, damage, or surplus goods occasioned by such separation or repacking, or, at the like request, any goods which may not be worth the duty, to be destroyed, and may remit the duty payable thereon. (Sec. 95.)

Goods in warehouses may be taken out under certain regulations and with security for duties.—The Commissioners of Customs may permit any goods to be taken out of the warehouse without payment of duty for such purpose and for such period as to them may appear expedient, and in such quantities, and under such regulations and restrictions, and with such security by bond for the due return thereof or the payment of the duties due thereon, as they may direct or require. (Sec. 96.)

AS TO THE ENTRY OF WAREHOUSED GOODS FOR HOME CONSUMPTION AND EXPORTATION, AND THE DELIVERY THEREOF.

Entry for exportation or home use.—No warehoused goods shall be taken or delivered from the warehouse, except upon due entry and under the care of the proper officers, for exportation, or upon due entry and payment of the full duties payable thereon for home use, except goods duly delivered to be shipped as stores, in such quantities as the collector or other proper officer shall allow, and subject to such directions and regulations as the Commissioners of Customs may see fit. (Sec. 97.)

Persons entering warehoused goods for home use to deliver bill of entry and pay down duties.—Upon the entry of any goods to be cleared from the warehouse for home use, the person entering such goods shall deliver a bill of entry, and duplicates thereof, in like manner and form, containing the same particulars as are hereinbefore required on the entry of goods to be delivered for home use on the landing thereof, as far as the same may be applicable, and shall at the same time pay down to the proper officer of the Customs the full duties payable thereon, not being less in amount than according to the account of the quantity taken by the proper officer on the first entry and landing thereof, except as to the following goods, viz. tobacco, wine, spirits, figs,

currants, and raisins, the duties whereon, when cleared from the warehouse for home use, shall be chargeable upon the quantity of such goods, ascertained by weight, measure, or strength at the time of actual delivery thereof, unless there is reasonable ground to suppose that any portion of the deficiency or difference between the weight, measure, or strength ascertained on landing and first examination of any such last-mentioned goods and that ascertained at the time of actual delivery has been caused by illegal or improper means, in which case the proper officer of Customs shall make such allowance only for loss as he may consider fairly to have arisen from natural evaporation or other legitimate cause. (Sec. 98.)

Deficiencies in goods entered for exportation not to be charged with duty unless fraudulent.—No duty shall be charged in respect of any deficiency in goods entered and cleared from the warehouse for exportation unless the officers of Customs have reasonable ground to suppose that such deficiency, or any part thereof, has arisen from illegal abstraction. (Sec. 99.)

AS TO THE EXPORTATION, ENTRY, AND CLEARANCE OF SHIPS TO PARTS BEYOND THE SEAS.

Warehoused goods not to be exported in ship of less than 40 tons burden.—No person shall export any warehoused goods, or goods liable to duties of Customs transhipped, or goods entitled to drawback on exportation, nor shall enter any such goods for exportation from the United Kingdom to parts beyond the seas, in any ship of less burden than 40 tons. (Sec. 100.)

Masters of vessels outwards to deliver certificate of clearance of last voyage, and to make entry outwards in annexed form, No. 6.—The master of every ship in which any goods are to be exported from the United Kingdom to parts beyond the seas, or his agent, shall, before any goods be taken on board, except as is hereafter provided, deliver to the collector a certificate from the proper officer of the due clearance inwards or coastwise of such ship of her last voyage, and shall also deliver therewith an entry outwards of such ship, verified by his signature in the annexed form, No. 6 in Schedule B to this Act, and containing the several particulars indicated in or required thereby, or in such other form or manner as the Commissioners of Customs may direct; and if such ship shall have commenced her lading at some other port, the master shall deliver to the proper officer the clearance of such goods from such other port; and if any goods be taken on board any ship at any port before she shall have entered outwards at such port (unless a stiffening order, when necessary, shall be issued by the proper officer to lade any heavy goods for exportation on board such ship), the master shall forfeit the sum of 100*l.*: provided that, on the arrival at any port in the United Kingdom of any ship about to deliver her cargo at more than one port in the United Kingdom, it shall be lawful, subject to such regulations as the Commissioners of Customs may deem necessary, to allow the entry outwards of such ship, and to permit the shipment of goods, other than spirits or tobacco, for exportation in such ship to the foreign destination for which such ship shall be entered outwards, before the whole of the goods imported in such ship shall have been discharged therefrom, the complete separation of such goods from the inward cargo being effected to the satisfaction of the collector or other proper officer of the port; provided also, that on any ship commencing to load goods for exportation to parts beyond the seas not having on board any drawback or other

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goods liable to duties of Customs or Excise, and about to proceed to any other port in the United Kingdom to complete her loading, it shall be lawful, subject to such regulations as the Commissioners of Customs may deem necessary, to permit such ship, notwithstanding any provisions to the contrary, to convey goods not entitled to drawback or liable to duties of Customs or Excise

from the port at which such ship shall commence loading to any other port or ports in the United Kingdom for delivery there, the complete separation of such goods from the cargo to be exported to be effected to the satisfaction of the collector or other proper officer at the port of shipment. (Sec. 101.)

Form No. 6.

ENTRY OUTWARDS.

Port of

Ship's Name		Tonnage	Master's Name	Port of Destination
If British, Name of Port of her Registry	If Foreign, Name of Country to which she belongs			

Lying at

Dock or Station

(Signed)

Master or Agent

Date of Entry.

If ship shall have commenced
her lading at any other port,
(name of such port)

Goods not to be shipped except on proper days and places, nor until entry and clearance.—No warehoused or drawback goods shall be shipped, put off, or water-borne to be shipped for exportation from any port or place in the United Kingdom on Sundays or public holidays, except by special permission of the Commissioners of Customs, nor from any place not being a legal quay, wharf, or other place duly appointed for such purpose, nor without the presence or authority of the proper officer of Customs, nor before due entry outwards of such ship and due entry of such goods, nor before due clearance thereof for shipment; and any such goods shipped, put off, or water-borne to be shipped contrary hereto shall be forfeited; and it shall be lawful for such officers to open and examine all goods shipped or brought for shipment at any place in the United Kingdom, and the opening for that purpose of packages containing such goods, and the weighing, repacking, landing (when water-borne), and the shipping thereof shall be done by or at the expense of the exporter. (Sec. 102.)

British and Irish spirits in nine-gallon casks.—

If any British or Irish spirits shall be exported from Great Britain or Ireland to parts beyond the seas, or be removed to the Isle of Man, or be brought to Great Britain or Ireland, or to any wharf, quay, or other place, or water-borne for that purpose, in casks containing less than nine gallons each of such spirits, the same shall be liable to forfeiture. (Sec. 103.)

AS TO THE ENTRY AND CLEARANCE OF GOODS FOR EXPORTATION.

On entry outwards, bond for due shipping and landing shall be given.—Before any warehoused goods, British-wrought plate, or goods entitled to any drawback of Customs on exportation, or exportable only under particular rules, regulations, or restrictions, shall be permitted to be exported, the exporter or his agent shall deliver

to the collector or other proper officer a bond note or account of such goods, and give such security by bond as the Commissioners of Customs shall require, that such goods shall be duly shipped and exported, and shall be landed at the place for which they are entered outwards, within such time as the Commissioners may deem reasonable, or be otherwise accounted for to their satisfaction; and such bond note, when certified by the proper officer, shall be the export entry for the goods enumerated therein, provided that any person desirous of exporting any such goods may, at his option, but subject to such regulations as the Commissioners of Customs may direct, give a general bond, with such security, in such amount, and under such conditions as the said Commissioners may require, in lieu of separate bond for each exportation, first delivering in each case to the proper officer a notice, in such form as the said Commissioners shall prescribe, containing an account of the particular goods to be exported by him under such general bond in any particular ship; but no such notice, if it relate to goods other than spirits, shall be received and acted upon unless there be attached thereto an adhesive stamp equal in amount or value to the duty which would be payable under any Act relating to stamp duties upon a separate bond, if given for the exportation of the goods contained in such notice. (Sec. 104.)

Exporter to deliver shipping bill according to annexed form, No. 7.—Before any goods upon which any drawback of Customs on exportation shall be claimed shall be shipped or water-borne to be shipped for exportation, the exporter or his agent shall deliver to the proper officer of Customs a shipping bill, with claim and declaration at the foot thereof, in the annexed form, No. 7 in Schedule B to this Act, and containing the several particulars indicated in or required thereby, or in such other form and manner as the Commissioners of Customs may direct. (Sec. 105.)

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Form No. 7.

SHIPPING BILL.
FOR DRAWBACK GOODS.

Ship's Name	Whether British or Foreign; if Foreign, the Country	Master's Name	Port or Place of Destination
Marks	Numbers	Description of Packages	Quantity, Quality, and Value, and Description of Goods
	Total Number of Packages		

I claim drawback on { Here state the quantity and description in words as length of any goods in respect of which drawback is claimed.

(Signed) _____
adding 'exporter' or 'agent,' as the case may be.

Station of Clearance. _____
(Countersigned) _____

Dated this _____ day of _____ 187 _____ Searcher _____

Drawback goods not agreeing with shipping bill, forfeited.—If any goods upon which any drawback shall be claimed or allowed be shipped or brought to any quay, wharf, or other place to be shipped for exportation, shall, on examination by the proper officers of Customs, be found not to agree with the entry in the shipping bill or other proper document for allowance of drawback on shipment, or shall be found to be of less value for home use than the amount of the drawback claimed, all such goods, and the package containing the same, with all the other contents therein, shall be forfeited; and the person entering such goods, and claiming the drawback thereon, shall in any and every such case forfeit 100%, or treble the amount of the drawback claimed, at the election of the Commissioners of Customs. (Sec. 106.)

Inland Revenue drawback.—No drawback of Excise shall be allowed upon any goods cleared for exportation, unless the person intending to claim such drawback shall have given due notice to the officer of Excise, and shall have produced to the proper officer of Customs, at the time of clearing such goods, a proper document under the hand of the officer of Excise, containing the description of such goods; and if such goods be found to correspond with the particulars of the goods contained in such document, and be duly shipped and exported, the proper officer of Customs shall, if required, certify such shipment upon such document, and shall transmit the same to the officer of Excise. (Sec. 107.)

No drawback on tobacco not properly manufactured, &c.—No drawback shall be allowed on any tobacco not wholly manufactured from tobacco on which duty on importation shall have been paid, nor on any tobacco mixed with dirt, rubbish, or other substance, except as provided by the Manufactured Tobacco Act, 1863; and every person who shall enter or ship, or cause

to be entered or shipped, any tobacco contrary hereto, shall, over and above all other penalties which he may thereby incur, forfeit treble the amount of the drawback sought to be obtained, or 200%, at the election of the Commissioners of Customs, and all such tobacco and other substances shall be forfeited. (Sec. 108.)

Provisions as to exportation applicable to transshipment and drawback goods.—The provisions of the Customs Acts with reference to the exportation of warehoused goods, so far as they are applicable, shall be deemed to apply and to include goods liable to duties of Customs transhipped, and goods exported on drawback. (Sec. 109.)

Specifications for free goods 6 days after clearance in annexed forms, Nos. 8 and 9.—The exporter of goods for which no bond is required shall (except as hereinafter provided), within six days after the final clearance outwards of the exporting ship, or within such other period as the Commissioners of Customs may direct, either by himself or his agent, deliver to the proper officer of Customs at the port of shipment a specification in the annexed form, No. 8 or No. 9 in Schedule B to this Act, according to the nature of the goods, and containing the several particulars indicated in or required thereby, or in such other form and manner as the Commissioners of Customs may direct, and shall subscribe the declaration at the foot thereof, and on the demand of the proper officer of Customs shall produce the invoice, bills of lading, and other documents relating to the goods to test the accuracy of such specification; and on failure to comply with any of the foregoing requirements, the exporter or agent shall for every such offence forfeit 5l.: provided always, that no salmon shall be shipped to be exported without previous entry thereof and due compliance with the provisions of the Salmon Fishery Acts for the time being in relation thereto. (Sec. 110.)

Form No. 8.

SPECIFICATION FOR FOREIGN GOODS FREE OF DUTY OR ON WHICH ALL DUTIES HAVE BEEN PAID.

Port of Ship's Name			Master Port or Place of Destination	
Marks	Numbers	Description of Packages	Quantity and Description of Foreign Goods in accordance with the requirements of the Official Import List	Value

I declare that the particulars set forth above are correctly stated.
(Signed) _____
adding 'exporter' or 'agent,' as the case may be.
Address _____

Dated _____ 187 _____ (Countersigned) _____ Searcher _____

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Form No. 9.

SPECIFICATION FOR BRITISH AND IRISH GOODS ONLY.

Port of Ship's Name			Master Port or Place of Destination	
Marks	Numbers	Description of Packages	Quantity and Description of British and Irish Goods, in accordance with the require- ments of the Official Import List	Value

I declare that the particulars set forth above are correctly stated.

(Signed)
adding 'exporter' or 'agent,' as the case may be.
Address

Dated

187 .

(Countersigned)

Searcher or proper Officer

Master or owner to deliver manifest of goods shipped.—The master or owner of every ship in which any goods shall be exported shall, by himself or his agent, within 6 days after the final clearance of such ship, deliver to the proper officer of Customs a certificate, if the ship be a steamer trading to a foreign port, of the quantity of coals or fuel shipped for use on the voyage, and a manifest of all the goods shipped, containing the marks and numbers and the number and description of the packages, with the names of the consignors thereof according to the bills of lading relating thereto, and shall make and subscribe a declaration that such manifest contains a true account of all the cargo of such ship, unless a specification comprising all the particulars hereinbefore required to be given be delivered to the proper officer of Customs, with a like declaration that the same contains a true account of the whole cargo of the ship; and the master, owner, or agent acting herein and subscribing the declaration, on failure to comply with any of the foregoing requirements relating to the delivery and verification of any specification or manifest, or otherwise incident thereto, shall for every such offence forfeit 5*l*. (Sec. 111.)

Goods not exported as per specifications to be notified to proper officer.—If any exporter of goods who shall have delivered a specification thereof for exportation in any ship shall fail, in case such goods or any of them shall not be duly shipped, to attend the proper officer of Customs, within 6 days after the final clearance outwards of such ship, either by himself or his agent, and correct such specification, he shall forfeit 5*l*. (Sec. 112.)

Shipping bill signed by export officer to be the clearance for the goods.—The shipping bill or bills, when filled up and signed by the exporter or his agent, or the consignee of the ship, as the case may be, in such manner as the export officer may require, and countersigned by him, shall be the clearance for all the goods enumerated therein; and if any of such goods shall consist of transshipment goods, the exporter or his agent shall, under a penalty of 40 shillings, furnish to the export officer an accurate account thereof, with the marks, numbers, and description of the packages, and the contents thereof, which, when certified by the export officer, shall accompany the ship; and if the exporter or his agent shall require a similar certificate, in respect of any goods shipped for exportation, the export officer shall, on its being presented to him for that purpose, certify the same. (Sec. 113.)

Licensed lighterman to carry goods.—If any goods cleared for drawback, or from the warehouse, shall be carried, or water-borne, to be put on board any ship for exportation, by any person not at the time duly licensed and authorised to act as a licensed lighterman, either in the port of

London or any other port at which lightermen are required to be so licensed, or by any person not being in the employ of such lighterman at the time duly authorised to act as such, every such person shall, for every such offence, forfeit the sum of 20*l*. (Sec. 114.)

Warehoused goods removed or shipped for exportation without authority, forfeited.—If any goods taken from the warehouse for removal or for exportation shall be removed or shipped, except with the authority or under the care of the proper officer of Customs, and in such manner, by such persons, within such time, and by such roads or ways as such officer shall permit or direct, such goods shall be forfeited; and if any such goods shall be illegally removed or carried away from any carriage, cart, boat, lighter, quay, wharf, or other place prior to the shipment thereof on board the exporting or removing vessel, or from any ship, cart, or carriage, in or on which the same shall have been shipped or laden, the bond given in respect thereof shall be forfeited, and may forthwith be put in suit for the penalty thereof, although the time prescribed in such bond for the landing or removal and re-warehousing of such goods at the place of destination shall not have expired. (Sec. 115.)

Commissioners may remit duty on warehoused goods lost or destroyed during delivery or shipment.—If any goods duly entered for delivery from the warehouse for removal or exportation shall be lost or destroyed by unavoidable accident, either in the delivery from the warehouse or the shipping thereof, the Commissioners of Customs may remit the duties thereon. (Sec. 116.)

AS TO DEBENTURES FOR DRAWBACK ON GOODS EXPORTED.

Debenture for drawback.—For the purpose of computing and paying any drawback claimed and payable upon any goods duly entered, shipped, and exported, a debenture shall in due time after such entry be prepared by the collector or other proper officer, certifying in the first instance the entry outwards of such goods; and so soon as the same shall have been duly exported, and a notice containing the particulars of the goods shall have been delivered by the exporter to the export officer, the shipment and exportation thereof shall be certified upon such debenture by the export officer, and the debenture shall thereupon be computed and passed with all convenient despatch. (Sec. 117.)

Declaration as to exportation and right to drawback.—The person entitled to any drawback on any goods duly exported, or his agent authorised by him for that purpose, shall make and subscribe a declaration upon the debenture that the goods mentioned therein have been actually exported, and have not been re-landed, and are not

intended to be re-landed in any part of the United Kingdom, and that such person at the time of entry and shipping was and continued to be entitled to the drawback thereon, and the name of such person shall be stated in the debenture, which shall then be delivered to such person or his agent, and the receipt of such person on the debenture, countersigned by the holder of such debenture, if the same shall have been transferred in the meantime, shall be the discharge for such drawback when paid. (Sec. 118.)

Payment within two years.—No debenture for any drawback allowed upon the exportation of any goods shall be paid after the expiration of two years from the date of the shipment of such goods. (Sec. 119.)

Warehouse or debenture goods not duly exported.—If any goods which have been cleared to be exported from the warehouse, or for any drawback, shall be shipped, or entered to be shipped, on board any vessel of less than 40 tons, or shall not be duly exported to parts beyond the seas, or if the same or any other goods which shall have been shipped for exportation shall be unshipped or re-landed in any part of the United Kingdom (such goods not having been duly re-landed or discharged as shortshipped under the care of the proper officers), or shall be carried to any of the Channel Islands (not having been duly entered, cleared, and shipped to be exported or carried directly to such islands), the same shall be forfeited, together with any ship, boat, or craft which may have been used in so unshipping, re-landing, landing, or carrying such goods from the ship in which the same were shipped for exportation; and the master of such ship, and any person by whom or by whose orders or means such goods shall have been so unshipped, re-landed, landed, or carried, or who shall aid, assist, or be concerned therein, shall forfeit all claim to such drawback if not received, or if received, a sum equal to the amount of such drawback, or treble the value of such goods, or a penalty of 100*l.*, at the election of the Commissioners of Customs. (Sec. 120.)

Wine allowed for officers in the navy.—Wine intended for the consumption of officers of her Majesty's Navy, on board such of her Majesty's ships in actual service as they shall serve in, not exceeding in any one year, for the use of such officers, the quantities hereinafter respectively mentioned; that is to say—

	Gallons
For every Admiral	1,350
“ Vice-Admiral	1,050
“ Rear-Admiral	840
“ Captain of the 1st and 2nd rate	630
“ Captain of the 3rd, 4th, and 5th rate	420
“ Captain of an inferior rate	210
“ Lieutenant or other commanding officer, marine officer, master, paymaster, or surgeon	105

may be taken from the warehouse without payment of duty, and shipped at such ports and under such regulations as the Commissioners of Customs may direct or approve. (Sec. 121.)

On officers leaving the service, &c., wine transferable to others.—If any such officer shall leave the service, or be removed to another ship, the officer of the Customs may permit the transfer of any such wine from one officer to another, as part of his proportion, whether on board the same ship or another, or the transhipment from one ship to another for the same officer, or the re-landing and warehousing for future re-shipment; and the officers of Customs at any port may receive the duties for any of such wine, and deliver the same for home use; but if any of such wine be not laden on board the ship for which the same was intended, or be unladen from such ship

without permission of the proper officer of Customs, the same shall be forfeited. (Sec. 122.)

Paymasters of her Majesty's ships may ship tobacco for crew free of duty.—The paymaster or other proper officer of any of her Majesty's ships of war in actual service may enter and ship, at any port approved of by the Commissioners of Customs, in the proportions hereinafter mentioned, any tobacco there warehoused in his name, or transferred into his name for the use of the ship in which he shall serve, provided such paymaster shall deliver to the collector or other proper officer of such port a certificate from the captain of such ship, stating the name of the paymaster, and the number of men belonging to the ship, and shall also give bond, with one sufficient surety, in treble the duties payable on the tobacco, that no part thereof shall be re-landed without leave of the officers of Customs. (Sec. 123.)

Paymaster removed from one ship to another may tranship tobacco with permission.—If any paymaster or other proper officer shall be removed from one ship to another, the collector or other proper officer of any port may permit the transshipment of the remains of any tobacco for the use of such other ship, upon due entry thereof by such paymaster or other proper officer, setting forth the time when and the port at which such tobacco was first shipped; and if any such ship shall be paid off, the collector or other proper officer of the port may permit the remains of such tobacco to be landed, and to be entered by the paymaster or other proper officer of such ship, either for payment of duties, or to be warehoused for the term of six months for the supply of some other ship, in like manner as any tobacco may be warehoused and supplied at any port, or for payment of all duties within such six months; and all tobacco warehoused for the purpose of so supplying her Majesty's ships of war shall be subject to the laws in force relating to the warehousing of tobacco generally, so far as the same are applicable. (Sec. 124.)

Limiting the quantity of tobacco.—No greater quantity of tobacco shall be allowed to any ship of war than two pounds by the lunar month for each of the crew of such ship, nor shall any greater quantity be shipped at any one time than sufficient to serve the crew of such ship for six months after such rate of allowance; and the collector or other proper officer of the port at or from which any such tobacco shall be supplied to any such ship, or landed from any such ship, or transferred from one such ship to another, shall transmit a particular account thereof to the Commissioners of Customs, in order that a general account may be kept of all the quantities supplied to and consumed on board each of such ships under the allowances before granted. (Sec. 125.)

AS TO THE SHIPMENT OF STORES.

Victualling bill for stores.—The master of every ship of the burden of forty tons or upwards departing from any port in the United Kingdom upon a voyage to parts beyond the seas shall, upon due authority and request made by him, and upon such terms and conditions as the Commissioners of Customs may direct, receive from the export officer an order for the shipment of such stores as may be required and allowed by the collector or other proper officer for the use of such ship, with reference to the number of the crew and passengers on board and the probable duration of the voyage on which she is about to depart; and every such request shall be made in such form and manner as the collector or other proper officer shall require, and shall be signed by the master

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or owner of the vessel; and the master, or his agent duly authorised by him in writing for that purpose, shall deliver to the export officer the stores content, containing the particulars of such stores, and shall make out and subscribe thereon, in the presence of the proper officer, a declaration that the contents thereof are true, and that all the requirements of the Merchant Shipping Acts respecting outward-bound ships have been complied with, and also an account of the stores so shipped, together with any other stores then already on board, and the latter, when signed by the export officer, and countersigned by the collector or other proper officer, shall be the victualling bill; and no stores shall be shipped for the use of any ship, nor shall any articles taken on board any ship be deemed to be stores, except such as shall be borne upon such victualling bill; and if any such stores shall be re-landed at any place in the United Kingdom (without the sanction of the proper officers of Customs), the same shall be forfeited, and the master and owner of the ship shall each be liable to a penalty of treble the value of such stores, or 100*l.*, at the election of the Commissioners. (Sec. 126.)

AS TO CLEARANCE OUTWARDS.

If inward cargo reported for exportation, copy of report thereof to be delivered to the searcher.—If there be on board any ship any goods being part of the inward cargo reported for exportation in the same ship, the master shall, before clearance outwards of such ship from any port in the United Kingdom, deliver to the searcher a copy of the report inwards of such goods, certified by the collector or other proper officer, and if such copy be found to correspond with the goods so remaining on board, the export officer shall sign the same, to be filed with the

certificates or shipping bills, if any, and victualling bill of the ship. (Sec. 127.)

Before clearance, certificates to be delivered to the proper officer. Content. Form No. 10 annexed.—Before any ship shall be cleared outwards from the United Kingdom, the master, or other person authorised in writing by him, shall attend before the collector or other proper officer, and shall answer all such questions as shall be demanded of him by such collector or other proper officer concerning the ship, the cargo, and the voyage, and shall deliver to the collector or other proper officer a content of such ship in the annexed form, No. 10 in Schedule B to this Act, or to the same effect, and containing the several particulars therein required as far as the same can be known by him, and shall make and subscribe the declaration at the foot thereof in the presence of the collector or other officer, unless such content shall be in any case dispensed with by the Commissioners of Customs under such regulations as they may see fit, and before clearance shall deliver the certificates, if any, to the collector or other proper officer, who shall file them, together with a copy of the report inwards, if any, of goods reported for exportation in such ship, and the victualling bill, with a label attached and sealed thereto in the form and to the effect following:—

(Seal.)

CLEARANCE LABEL.

Number of Certificates (Numbers in Figures).

Ship (Name of Ship).

Master (Name of Master).

Date of Clearance

Signature of Collector or other

proper Officer of Customs - }

and such label, when filled up and signed by the proper officers, shall be the clearance and authority for the departure of the ship. (Sec. 128.)

Form No. 10.

CONTENT.

Port of

Ship's Name and Destination	Number of Tons	Number of Boats	If British, Port of Registry; If Foreign, the Country	Number of Crew	Name of Master	With or without Passengers or Troops
WAREHOUSED, TRANSHIPMENT, DRAWBACK, AND RESTRICTED GOODS.						
Numbers and Marks, if any, of Packages			Number and Description of Packages			
Particulars to be stated according to the above headings						

Cleared

Examined

(Signed)

Searcher

Dated

I do declare that the above content is a true account of all goods above described, shipped, and intended to be shipped on board the above-named ship, and correct in all particulars.

(Signed)

Master

Signed and declared this _____ day of _____ before me,

(Signed) _____
Collector, or proper officer of Customs

Additional content for goods shipped at other ports.—When any ship having been cleared at one port proceeds to take in goods at any other port, the master shall, after due shipment of such goods at such other port, deliver to the collector or other proper officer there an additional like content of the goods so shipped, and so on from port to port until final clearance outwards of the ship, and in each instance the additional certi-

ficates, if any, and other necessary documents, shall be attached to the label used at the first port of departure, and be sealed in like manner. (Sec. 129.)

Short shipment of goods to be notified to proper officer.—If any goods for the exportation of which in any ship bond shall have been given shall not be duly shipped before the departure of such ship, such goods shall be forfeited unless due notice of

the non-shipment thereof shall be given to the proper officer immediately after such departure, in order that he may certify the short shipment thereof; and if such goods shall not within fourteen days after the final clearance of the ship be re-warehoused or re-entered for exportation under bond in some other ship, the person entering the same shall forfeit the sum of 5*l.*; and if any goods shall be unshipped without the sanction of the proper officer of Customs in any part of the United Kingdom from any ship entered outwards, such goods shall be forfeited, and the master of such ship and every person concerned in such unshipment shall forfeit 100*l.*, or treble the value of the goods so unshipped or landed. (Sec. 130.)

Goods shipped contrary to provisions forfeited.

—If any goods for which entry before shipment is required shall be shipped, put off, or water-borne to be shipped, without being duly cleared, or otherwise contrary to the provisions of this or any other Act relating to the Customs, the same shall be liable to forfeiture. (Sec. 131.)

Penalty on departing without being cleared.

—If any ship having on board any goods shipped as cargo, or any goods reported inwards for exportation in such ship, or any stores liable to duty or entitled to drawback, shall depart from any port without being duly cleared, the master shall forfeit the sum of 100*l.* (Sec. 132.)

In ballast.—If any ship shall depart in ballast from the United Kingdom for parts beyond the seas, not having any goods on board except stores borne upon the victualling bill, nor any goods reported inwards for exportation in such ship, the collector or other proper officer may, on the application of the master, clear such ship in ballast; but the master of such ship shall answer to the collector or other proper officer such questions touching her departure and destination as shall be demanded of him; and ships having only passengers with their baggage on board, and ships laden only with chalk or slate, shall be deemed to be in ballast, and if any ship having any such stores on board or any goods for exportation in the same ship, shall depart without being duly cleared, the master shall forfeit 100*l.* (Sec. 133.)

AS TO BOARDING AND DEPARTURE OF SHIPS AFTER CLEARANCE.

Officer may board ship after clearance.—Any officer of Customs may go on board any ship after clearance outwards within the limits of any port in the United Kingdom, or within one league of the coast thereof, and may demand the ship's clearance, and if the master shall refuse to produce the same, and answer such questions concerning the ship, cargo, and intended voyage as may be demanded of him, he shall forfeit the sum of 5*l.* (Sec. 134.)

*If officers put seals upon stores from the warehouse outwards, and such seals be broken, master to forfeit 20*l.**—If any officer of Customs shall place any lock, mark, or seal upon any stores or goods taken from the warehouse without payment of duty as stores on board any ship or vessel departing from any port in the United Kingdom, and such lock, mark, or seal be wilfully opened, altered, or broken, or if such stores be secretly conveyed away, either while such ship or vessel remains at her first port of departure, or at any port or place in the United Kingdom, or on her passage from one such port or place to another before the final departure of such ship or vessel on her foreign voyage, the master shall forfeit the sum of 20*l.* (Sec. 135.)

*Ships not bringing to at stations, penalty 20*l.**—If any ship departing from any port in the United

Kingdom shall not bring to at such stations as shall be appointed by the Commissioners of Customs for the landing of officers from such ships, or for further examination previous to such departure, the master of such ship shall forfeit the sum of 20*l.*; and if any ship shall depart from any port with any Customs or other Government officer on board, without the consent of such officer, the master shall forfeit 100*l.* (Sec. 136.)

Time of exportation and departure defined.

—The time at which any goods, unless prohibited as hereinafter mentioned, shall be shipped on board any export ship shall be deemed to be the time of exportation of such goods, and the time of the last clearance of any ship shall be deemed to be the time of departure of such ship, except as to any goods prohibited to be exported as contraband of war, with reference to which the exportation shall be deemed to be the actual time of the ship's departure on her outward voyage. (Sec. 137.)

Goods prohibited by proclamation.—The following goods may, by proclamation or Order in Council, be prohibited either to be exported or carried coastwise:—arms, ammunition, and gunpowder, military and naval stores, and any articles which her Majesty shall judge capable of being converted into or made useful in increasing the quantity of military or naval stores, provisions, or any sort of victual which may be used as food for man, and if any goods so prohibited shall be exported or brought to any quay or other place to be shipped for exportation from the United Kingdom or carried coastwise, or be water-borne to be so exported or carried, they shall be forfeited. (Sec. 138.)

In case of public emergency, &c., pre-entry of export or coastwise goods may be required.

—The Commissioners of Customs may, by order under their hands, require due entry and clearance before shipment, and in such manner as they may direct, of any goods intended for exportation or carriage coastwise, on being satisfied that the public interests render such course expedient, and if upon such entry the goods shall not be found to correspond with the particulars contained therein, they may be detained until the cause be explained to the satisfaction of the Commissioners of Customs, who may thereupon restore the same on such terms as they may see fit; and any exporter and shipper of any cask or package, containing any explosives as defined by the Explosives Act, 1875, or by any Order in Council made pursuant thereto, shall duly enter the same before shipment thereof, and in the entry outwards or coastwise thereof shall correctly describe such explosive according to such definition; and if he shall fail or neglect to make such entry, or if the same be false in any particular, he shall forfeit the sum of 100*l.*, and such cask or package, and the contents thereof, shall also be forfeited. (Sec. 139.)

INDIA. [See COLONIES, EAST INDIES, &c.]

INSURANCE. A policy of sea insurance by which the separate and distinct interests of two or more persons are insured, being stamped in respect of the aggregate of such interests, but not duly stamped in respect of each of such interests, may now, under the Act of 1876, 39 Vict. c. 6, be stamped with an additional stamp or stamps at any time within one month after the last risk has been declared; and the same Act provides that Sec. 16 of the Stamp Act of 1870 shall apply to a policy of sea insurance, it being now an instrument which may legally be stamped after its execution, the penalty on stamping the same being 100*l.*

IMPORTS AND EXPORTS.

-Account of the Real or Declared Value of the various Articles of the Manufacture and Produce of the United Kingdom exported to Foreign Countries during each of the 5 Years ending 1875, specifying the Countries to which they were exported, and the Value of those annually Shipped for each; and showing also the Average Amount of Exports during the said 5 Years each Country and to each of the 5 great Divisions of the Globe; and the Average Proportion ported to each, supposing the whole Exports to be 1,000.

Countries	1871	1872	1873	1874	1875	Average Annual Amount of Exports, 1871-75	Average Annual Proportion Exported to each
EUROPE							
Russia - - - - -	7,289,717	7,425,899	10,077,194	10,021,539	9,114,268	8,745,283	36 1/2
Sweden - - - - -	1,102,993	1,985,848	3,150,525	3,390,850	2,801,003	2,486,203	10 1/2
Norway - - - - -	1,058,115	1,425,452	1,980,852	2,010,099	1,757,452	1,632,588	6 1/2
Denmark - - - - -	1,745,033	2,036,390	2,671,344	2,519,522	2,265,707	2,265,707	9 1/2
Germany - - - - -	27,454,520	31,618,749	27,270,542	24,799,846	23,287,883	26,892,268	11 1/2
Holland - - - - -	14,104,157	16,211,775	16,745,850	14,427,113	15,118,691	14,921,517	6 1/2
Belgium - - - - -	6,217,005	6,499,062	7,390,949	5,828,092	5,781,338	6,305,408	2 1/2
France - - - - -	18,405,856	17,368,839	17,491,973	16,570,974	15,537,127	16,898,814	7 1/2
Portugal Proper - - - - -	1,750,555	2,310,302	2,954,393	2,706,990	2,505,067	2,455,041	1 1/2
Azores - - - - -	74,707	88,513	84,003	85,065	110,420	88,621	1/2
Madeira - - - - -	78,801	97,924	414,662	269,690	55,172	189,850	1/2
Spain - - - - -	3,145,419	3,614,448	3,736,620	4,064,031	3,430,543	3,597,812	15 1/2
Gibraltar - - - - -	1,069,905	1,189,023	1,197,693	1,135,179	969,222	1,112,204	4 1/2
Italy - - - - -	6,294,737	6,557,538	7,444,195	6,569,609	6,766,698	6,686,555	27 1/2
Austrian Territories - - - - -	1,584,552	1,471,113	1,484,520	1,065,619	897,069	1,205,910	5 1/2
Malta and Gozo - - - - -	714,754	839,894	989,174	821,981	696,516	812,430	3 1/2
Greece - - - - -	776,093	923,649	993,571	1,010,513	938,456	928,416	3 1/2
Turkey - - - - -	4,235,710	5,154,252	4,969,541	4,635,024	3,650,265	4,524,138	18 1/2
Channel Islands, &c. - - - - -	799,059	706,644	707,887	821,654	641,408	755,330	3 1/2
Total - - - - -	97,705,586	107,423,221	111,244,686	102,545,510	94,259,035	102,595,168	428 1/2
ASIA							
Syria and Palestine - - - - -	1,742,924	2,504,891	2,764,145	2,404,683	2,259,540	2,335,257	9 1/2
Arabia and Persia - - - - -	9,761	24,299	48,388	38,398	45,723	35,314	1 1/2
East Indies and Ceylon - - - - -	23,706,595	24,788,969	27,950,555	31,665,532	31,012,619	27,837,583	116 1/2
China and Japan - - - - -	8,257,307	8,610,088	6,594,137	6,062,137	4,699,322	7,587,573	30 1/2
Java - - - - -	896,476	745,428	787,365	1,208,734	1,577,980	1,616,797	4 1/2
Philippine Islands - - - - -	465,559	393,142	428,145	456,953	930,230	534,366	2 1/2
Total - - - - -	35,006,422	37,069,817	38,518,683	41,834,207	43,265,514	39,138,895	163 1/2
AFRICA							
Egypt - - - - -	7,077,915	7,287,552	6,286,617	5,687,099	5,068,405	5,481,517	22 1/2
Morocco - - - - -	199,603	255,386	313,791	445,416	542,420	510,925	1 1/2
Western Coast of Africa - - - - -	1,906,149	2,079,098	2,011,291	2,126,544	1,745,170	1,975,250	7 1/2
Cape of Good Hope and Natal - - - - -	2,197,956	3,705,854	4,355,461	4,501,761	4,909,856	5,890,178	1 1/2
Eastern Coast of Africa - - - - -	151,748	230,825	232,018	250,511	360,714	241,123	1 1/2
St. Helena and Ascension - - - - -	19,124	36,658	35,707	29,074	52,086	36,524	1 1/2
Mauritius - - - - -	505,748	561,962	581,893	545,767	555,647	569,803	2 1/2
Algeria - - - - -	119,884	89,547	64,409	47,953	155,676	95,154	1 1/2
Total - - - - -	12,158,157	14,256,682	13,851,187	11,451,925	10,965,912	12,528,772	52 1/2
AMERICA							
British North American Colonies - - - - -	8,257,126	10,193,277	8,619,705	9,539,119	9,056,583	9,087,762	37 1/2
West Indies - - - - -	3,185,413	3,545,852	3,493,762	3,448,519	3,128,874	3,560,084	14 1/2
Guiana - - - - -	38,595	62,740	62,517	44,731	25,105	46,693	1 1/2
Haiti and St. Domingo - - - - -	339,877	617,560	548,023	44,352	695,290	929,140	3 1/2
Foreign West Indies - - - - -	3,722,782	4,096,960	3,517,453	2,485,029	3,312,035	3,408,848	14 1/2
United States of America - - - - -	34,247,701	40,736,597	35,574,664	28,241,809	21,868,279	31,729,818	127 1/2
Mexico - - - - -	1,069,015	845,186	1,194,124	1,124,615	884,901	1,023,167	4 1/2
Central America - - - - -	291,501	290,357	330,887	157,078	846,555	383,331	1 1/2
Colombia - - - - -	2,955,992	3,681,137	3,606,577	3,077,385	1,652,546	2,293,529	9 1/2
Brazil - - - - -	6,274,105	7,519,719	7,544,669	7,678,455	6,869,491	7,177,288	28 1/2
States of La Plata and Uruguay - - - - -	3,508,458	5,729,202	5,491,132	4,352,180	3,099,832	4,436,161	18 1/2
Chili - - - - -	2,010,060	5,147,845	3,165,104	2,751,094	2,207,418	2,656,304	10 1/2
Peru - - - - -	2,244,354	2,988,518	2,701,782	1,715,795	1,820,992	2,292,444	9 1/2
Islands in the Pacific - - - - -	23,260	25,003	93,716	37,792	38,432	44,441	1 1/2
Total - - - - -	68,144,215	83,585,951	73,939,895	64,885,559	55,481,431	69,168,010	278 1/2
AUSTRALIA							
West Australia - - - - -	70,450	155,457	167,368	202,896	161,881	151,260	1 1/2
South " - - - - -	1,394,446	1,413,542	2,016,843	1,908,732	1,984,579	1,729,621	7 1/2
Victoria - - - - -	4,244,000	6,941,579	6,643,541	6,939,260	6,538,795	6,061,261	24 1/2
New South Wales - - - - -	2,541,126	3,569,559	4,333,719	4,373,335	5,584,638	4,080,858	16 1/2
Queensland - - - - -	345,618	575,388	815,638	868,865	1,125,214	745,575	3 1/2
Tasmania - - - - -	157,607	186,305	271,478	359,432	244,044	244,044	1 1/2
New Zealand - - - - -	1,370,755	2,300,143	3,561,562	4,408,400	3,854,090	3,058,767	12 1/2
Total - - - - -	10,051,982	14,141,673	17,610,152	19,062,920	19,491,241	16,071,160	66 1/2
RECAPITULATION.							
Europe - - - - -	97,705,586	107,423,224	111,244,686	102,545,510	94,259,035	102,595,168	428 1/2
Asia - - - - -	35,006,422	37,069,817	38,518,683	41,834,207	43,265,514	39,138,895	163 1/2
Africa - - - - -	12,158,157	14,256,682	13,851,187	11,451,925	10,965,912	12,528,772	52 1/2
America - - - - -	68,144,215	83,585,951	73,939,895	64,885,559	55,481,431	69,168,010	278 1/2
Australia - - - - -	10,051,982	14,141,673	17,610,152	19,062,920	19,491,241	16,071,160	66 1/2
Grand Total - - - - -	222,066,162	256,257,347	255,161,603	239,558,121	223,465,965	239,595,013	946 1/2

II.—Account of the Real Value of the various Articles imported from Foreign Countries into the United Kingdom during each of the 5 Years ending with 1875, specifying the Countries from which they were imported, and the Value of those annually received from each; and showing also the Average Amount of our Imports during the said 5 Years from each Country and from each of the 5 great Divisions of the Globe; and the Average Proportion imported from each, supposing the whole Imports to be 1,000.

Countries	1871	1872	1873	1874	1875	Average Annual Amount of Imports, 1871-75	Average Annual Proportion of Imports from each Country, supposing the whole Imports to be 1,000
EUROPE							
Russia (including Wallachia and Moldavia, &c.)	25,011,885	25,482,370	22,359,263	21,675,945	21,419,694	23,189,817	64.381
Sweden	5,438,892	6,721,005	7,739,744	8,483,552	6,762,538	7,029,766	19.516
Norway	2,128,130	2,267,302	2,909,995	2,156,100	2,301,115	2,350,115	6.160
Denmark	2,553,562	3,618,337	5,521,139	3,890,492	4,241,671	3,575,040	9.925
Germany	19,863,319	19,931,875	19,986,451	19,947,195	21,836,401	20,041,048	53.638
Holland	15,970,036	15,108,473	15,474,444	14,464,158	14,856,648	15,320,552	38.674
Belgium	15,975,374	15,211,044	15,075,186	15,048,865	14,892,240	15,046,182	38.717
France	29,848,488	41,805,444	45,552,334	46,547,082	46,724,804	41,655,230	112.644
Portugal Proper	5,939,702	4,327,647	4,396,032	4,510,026	4,491,211	4,292,924	11.918
Azores	365,084	340,170	264,083	346,603	268,151	316,478	.879
Madeira	91,536	85,819	67,005	71,656	72,899	77,345	.214
Spain	7,759,441	9,316,860	10,975,251	8,641,659	8,660,953	9,070,417	25.182
Gibraltar	78,879	104,116	92,905	82,564	111,965	94,046	.262
Italy	4,624,278	4,159,161	5,851,091	5,354,560	4,632,619	4,176,502	11.592
Austrian Territories	1,638,428	911,607	869,455	799,544	1,518,889	38,780,580	2.826
Malta and Gozo	157,548	188,017	201,668	285,098	253,569	253,180	.647
Greece	2,030,970	1,998,153	1,736,643	1,536,805	1,762,501	1,812,974	5.035
Turkey	4,819,518	2,894,998	5,469,777	5,579,856	3,984,541	5,757,694	10.737
Channel Islands	509,110	612,851	551,009	650,211	707,509	606,098	1.685
Total	137,399,998	150,484,507	152,796,671	156,905,424	158,985,543	151,514,029	420.079
ASIA							
Syria and Palestine	2,218,992	2,545,551	2,599,148	2,263,010	2,631,375	2,451,611	6.806
Arabia and Persia	40,865	6,767	10,991	103,421	44,531	41,275	.115
East Indies and Ceylon	37,035,427	41,505,938	38,592,307	38,165,814	38,876,068	38,780,580	107.668
China and Japan	11,979,797	15,205,738	15,064,190	17,748,583	14,055,209	12,866,680	33.730
Java and Sumatra	470,234	755,281	456,163	1,311,939	1,442,607	878,845	2.440
Philippine Islands	1,455,518	1,435,450	1,476,575	1,475,809	1,588,215	1,485,915	4.126
Total	53,198,831	59,551,749	56,089,204	55,065,976	58,617,803	56,504,713	156.869
AFRICA							
Egypt	16,528,251	16,597,817	14,706,440	10,755,055	11,511,716	15,899,456	58.588
Morocco	419,537	685,940	970,306	699,163	711,294	697,192	1.955
West Coast of Africa	3,109,175	2,956,027	2,867,110	2,957,419	2,789,597	2,932,006	8.141
Cape of Good Hope and Natal	2,858,487	5,717,165	4,120,915	4,297,285	4,478,960	3,894,622	10.812
East Coast of Africa	127,968	128,566	97,127	915,016	389,820	301,777	.860
S. Helena and Ascension	8,669	19,321	15,721	15,721	11,574	11,460	.032
Mauritius	831,386	1,529,565	1,275,910	1,044,235	824,411	1,105,101	3.062
Algeria	445,807	558,618	458,784	517,144	500,185	451,708	1.254
Total	24,559,100	25,985,879	24,076,806	20,527,036	21,009,787	23,191,522	64.584
AMERICA							
British North American Colonies	9,291,797	9,150,919	11,727,851	11,858,909	10,212,624	10,444,420	28.997
West Indies	7,149,879	6,659,792	6,708,719	6,441,847	7,585,910	6,908,829	19.180
Golana	166,116	174,980	188,198	139,293	136,030	160,945	.447
Haiti and St. Domingo	218,539	389,061	539,092	344,461	445,837	347,104	.964
Foreign West Indies	2,705,445	5,395,489	5,782,858	3,990,692	5,869,429	4,228,783	11.740
United States of America	61,134,465	54,065,948	71,471,495	75,897,400	69,590,054	66,151,472	183.650
Mexico	397,334	443,524	499,532	546,651	721,907	521,789	1.448
Central America	1,061,611	1,126,117	1,365,999	1,120,874	1,308,889	1,196,298	3.320
Columbia	1,101,854	1,111,856	1,175,005	1,046,145	999,541	1,092,840	3.054
Brazil	6,695,426	9,450,249	7,399,974	7,003,131	7,418,655	7,595,077	21.080
La Plata and Uruguay	5,222,398	5,525,945	5,884,091	5,200,620	5,387,434	5,147,697	14.739
Chili	3,798,261	5,591,783	4,764,185	4,700,510	4,196,096	4,610,189	12.729
Peru	4,19,086	2,437,136	6,509,576	6,141,255	5,840,140	5,597,439	14.984
Falkland Islands	77,079	118,226	47,492	84,667	180,994	89,692	.249
Total	101,557,408	103,047,623	121,061,985	119,036,555	114,769,290	111,890,572	310.631
AUSTRALIA							
West Australia	115,014	150,840	169,083	181,862	221,294	166,825	.462
South Australia	1,808,201	2,050,067	5,211,869	2,292,463	2,355,759	2,594,272	7.008
Victoria	5,314,015	5,982,874	5,743,141	6,995,052	8,042,858	6,421,188	17.826
New South Wales	5,659,100	5,710,047	5,096,019	5,900,044	4,442,680	5,881,578	10.776
Queensland	695,744	690,749	871,235	898,831	950,106	816,835	2.268
Tasmania	370,772	576,537	425,579	439,559	477,289	417,867	1.160
New Zealand	2,529,297	2,664,752	3,149,378	3,542,099	3,489,138	3,075,055	8.537
Total	14,520,143	15,625,866	17,262,706	18,547,710	20,559,154	17,303,116	48.037
RECAPITULATION.							
Europe	137,399,998	150,484,507	152,796,671	156,905,424	158,985,543	151,514,029	420.079
Asia	53,198,831	59,551,749	56,089,204	55,065,976	58,617,803	56,504,713	156.869
Africa	24,559,100	25,985,879	24,076,806	20,527,036	21,009,787	23,191,522	64.584
America	101,557,408	103,047,623	121,061,985	119,036,555	114,769,290	111,890,572	310.631
Australia	14,520,143	15,625,866	17,262,706	18,547,710	20,559,154	17,303,116	48.037
Grand Total	331,015,480	354,695,624	371,287,372	370,089,701	375,939,577	360,203,791	1,000.000

IRON. The value of the imports of iron and steel (chiefly from Sweden, Holland, and Belgium) into the United Kingdom in 1875 was as follows:—

Iron in Bars	£1,380,059
Iron and Steel, Wrought or Manufactured	1,428,799
	<u>£2,748,858</u>

as against 2,584,166*l.* in 1874.

The value of the exports of iron and steel, the produce of the United Kingdom, in 1875, was as follows:—

Iron, Old, for re-manufacture	£102,837
" Pig and Puddled	3,449,916
" For, Angle, Bolt, and Rod	3,725,907
" Railroad, of all sorts	5,453,886
" Wire	780,037
" Hoops, Sheet and Boiler Plates	3,504,118
" Tinned Plates	5,686,607
" Cast or Wrought, and all other Manufactures	4,442,492
" Steel, Unwrought	1,073,733
" Manufactures of Steel, or of Steel and Iron combined	827,758
	<u>£25,747,271</u>

Total of Iron and Steel -
as against 31,190,356*l.* in 1874.

[See PYRITES AND TELEGRAPH WIRES.]

ISLE OF MAN. [See IMPORTATION, &c.]

ITALY. [See BRINDISI, CIVITA VECCHIA, GENOA, IMPORTS AND EXPORTS, MESSINA, AND VENICE.]

JAPAN. The total value of the imports (chiefly raw silk and tobacco) into the United Kingdom in 1875 from Japan was 377,791*l.*, as against 578,136*l.* in 1874, and the total value of our exports to Japan in 1875 (chiefly cotton and woollen goods and military stores) was 2,593,862*l.*, as against 1,864,127*l.* in 1874, of which exports in 1875 2,460,277*l.* represents the portion consisting of the produce of the United Kingdom.

JUTE. The quantities and values of the jute and jute yarn imported into the United Kingdom in 1875, chiefly from British India (Bengal and Burmah), were as follow, viz.:—

	Cwts.	£
Jute	3,416,617	2,575,512
" Yarn and Waste	1,620,078	54,651
	<u>5,036,695</u>	<u>2,630,163</u>

KIDNAPPING. [See SLAVES.]

LEAD. The value of the lead imported into the United Kingdom in 1875 was 1,801,962*l.*, as against 1,411,988*l.* in 1874.

LEITH. The value of the exports of the produce of the United Kingdom from Leith in 1875 was 3,848,466*l.*, the chief items being iron, linen yarn, and linen and jute manufactures, machinery, coals, sugar, and hosiery. Her chief imports were corn, provisions, wine, and wool. In the same year there entered the port from foreign countries, British possessions, and coastwise 3,918 vessels, of 908,025 tons, as against 3,588 vessels, of 777,995 tons, in 1874.

The Customs duties collected at Leith in 1875 were 388,267*l.*, as against 351,750*l.* in 1874.

LEMONS. [See ORANGES AND LEMONS.]

LETTERS. From the Postmaster-General's twenty-second Report it would appear that in 1875 there were 1,008,892,100 letters delivered in the United Kingdom, as against 967,508,300 in 1874, showing an increase of 4½ per cent.

LICENSES. The following alterations of duties on licenses to retail wine for consumption on the premises, and of the scale of abatement to meet the alteration of duties, are embodied in the Customs and Inland Revenue Act of 1876 (39 Vict. c. 16), viz.:—

4. In lieu of the duties at several rates now payable under 6 Geo. IV. c. 81, and 3 & 4 Vict. c. 17, on licenses to retailers of foreign wine, and

under 23 & 24 Vict. c. 27, and the Act of the same year, c. 107, on every license to any licensed keeper of a refreshment house to sell therein by retail foreign wine to be consumed on the premises, there shall be paid for each such license the uniform duty of 2*l.* 4*s.* 1*d.*

So far as regards any such license as aforesaid to be granted under the said Act, 6 Geo. IV. c. 81, the provisions contained in Sec. 14 of said Act are hereby repealed.

In lieu of the scale of abatement contained in 24 & 25 Vict. c. 9, the following scale shall be substituted, and the said section shall be read as if the said scale therein contained had been as follows:—

Where the house and premises in respect of which such licenses shall be granted shall in England be under the rent and value, or in Ireland under the value, of 30 <i>l.</i> a year, an abatement of	0 7 4
And where the same shall be of the rent or value of 30 <i>l.</i> or upwards, an abatement of	0 17 10

LIGHTS. The Merchant Shipping Act of 1876, Sec. 21, provides that every sea-going passenger steamer and every emigrant ship shall be provided to the satisfaction of the Board of Trade with signals of distress and a proper supply of lights inextinguishable in water and fitted for attachment to life buoys.

By Order in Council of October 23, 1876, the due now leviable in respect of the lighthouse and fog signal at Cape Race in Newfoundland under Order in Council of September 30, 1873, will cease, and an increased due of ¼th of a penny a ton be levied instead of ¼th of a penny in respect of the said lighthouse and steam fog whistle.

And the several classes of ships following, viz.:—

1. All ships, whether sailing ships or steam ships, navigating from any port or ports in the British Colonies in North America to any port or ports in the United Kingdom:
2. All ships, whether sailing ships or steam ships, navigating from any port or ports in the United Kingdom to any port or ports in the British Colonies in North America:
3. All ships, whether sailing ships or steam ships, bound from any port or ports in the British Colonies in North America upon any transatlantic voyage:
4. All ships, whether sailing ships or steam ships, arriving at any port or ports in the British Colonies in North America, after any transatlantic voyage:
5. All ships, whether sailing ships or steam ships, arriving at any port or ports in the United Kingdom from New York or any port in the United States north of New York:
6. All steam ships leaving any port or ports in the United Kingdom for New York or any port in the United States north of New York—

which pass the said lighthouse and steam fog whistle and derive benefit therefrom; and the increased dues referred to shall, from and after December 1, 1876, be paid by every such ship, provided the dues be approved by the legislative authority of the colony.

LIGHTS, BUOYS, AND BEACONS. By Act of 1876 (39 & 40 Vict. c. 27), any local authority (i.e. any person or body of persons having, by law or usage, authority over local lighthouses, buoys, or beacons) is empowered from time to time, with consent of her Majesty in Council, to reduce all or any dues, for the time being receivable by such local authority in respect of lighthouses, buoys, or beacons. [See also BRAZIL, COLLISIONS, PASSENGERS, AND UNSEAWORTHY.]

LIVERPOOL. The value of the exports in 1875 from this port of the produce of the United Kingdom was 79,460,771*l.*, as against 84,367,987*l.* in 1874.

The chief articles of import were corn, cotton, hides, petroleum, provisions, skins, spirits, sugar, tobacco, wine, and wool.

In 1875 there entered this port from foreign countries and British possessions and coastwise 14,600 vessels, of 6,429,848 tons; and in the same year there cleared out 14,101 vessels, of 6,394,707 tons. [IMPORTS AND EXPORTS.]

The Customs duties collected at this port in 1875 amounted to 2,919,419*l.*, as against 2,966,241*l.* in 1874.

LLOYD'S. The Germanic Lloyd, for the classification of sea-going ships of all nations, was founded about 10 years ago, and the annual published Register of this society now contains full information respecting the greatest proportion of all sea-going ships belonging to the German mercantile navy. (Consul Ward's Report on the Trade of Bremen of January 30, 1876.)

LOAD-LINES. The following clauses of the Merchant Shipping Act of 1876 refer to this subject :—

Marking of load-line on foreign-going British ships.—With respect to the marking of a load-line on British ships the following provisions shall have effect :—

1. The owner of every British ship (except ships under 80 tons register employed solely in the coasting trade, ships employed solely in fishing, and pleasure yachts) shall, before entering his ship outwards from any port in the United Kingdom upon any voyage for which he is required so to enter her, or, if that is not practicable, as soon after as may be, mark upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc 12 inches in diameter, with a horizontal line 18 inches in length drawn through its centre.
2. The centre of this disc shall indicate the maximum load-line in salt water to which the owner intends to load the ship for that voyage.
3. He shall also, upon so entering her, insert in the form of entry delivered to the collector or other principal officer of Customs a statement in writing of the distance in feet and inches between the centre of this disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre.
4. If default is made in delivering this statement in the case of any ship, any officer of Customs may refuse to enter the ship outwards.
5. The master of the ship shall enter a copy of this statement in the agreement with the crew before it is signed by any member of the crew, and no superintendent of any mercantile marine office shall proceed with the engagement of the crew until this entry is made.
6. The master of the ship shall also enter a copy of this statement in the official log book.
7. When a ship has been marked as by this section required, she shall be kept so marked until her next return to a port of discharge in the United Kingdom. (Sec. 26.)

Marking of load-line in case of coasting vessels.—With respect to the marking of a load-line on British ships employed in the coasting

trade, the following provisions shall have effect :—

1. The owner of every British ship employed in the coasting trade on the coasts of the United Kingdom (except ships under 80 tons register employed solely in that trade) shall, before proceeding to sea from any port, mark upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc 12 inches in diameter, with a horizontal line 18 inches in length drawn through its centre.
2. The centre of this disc shall indicate the maximum load-line in salt water to which the owner intends to load the ship, until notice is given of an alteration.
3. He shall also once in every 12 months, immediately before the ship proceeds to sea, send or deliver to the collector or other principal officer of Customs of the port of registry of the ship a statement in writing of the distance in feet and inches between the centre of the disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre.
4. The owner, before the ship proceeds to sea after any renewal or alteration of the disc, shall send or deliver to the collector or other principal officer of Customs of the port of registry of the ship notice in writing of such renewal or alteration, together with such statement in writing as before mentioned of the distance between the centre of the disc and the upper edge of each of the deck-lines.
5. If default is made in sending or delivering any notice or statement required by this section to be sent or delivered, the owner shall be liable to a penalty not exceeding £100.
6. When a ship has been marked as by this section required, she shall be kept so marked until notice is given of the alteration. (Sec. 27.)

Penalty for offences in relation to marks on ships.—Any master or owner of a British ship who neglects to cause his ship to be marked as by this Act required, or to keep her so marked, or who allows the ship to be so loaded as to submerge in salt water the centre of the disc, and any person who conceals, removes, alters, defaces, or obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate, any of the said marks, except in the event of the particulars thereby denoted being lawfully altered, or except for the purpose of escaping capture by an enemy, shall for each offence incur a penalty not exceeding 100*l.* (Sec. 28.)

If any of the marks required by this Act is in any respect inaccurate, so as to be likely to mislead, the owner of the ship shall incur a penalty not exceeding 100*l.*

LONDON. The Conservators of the Thames have issued the following notice of October 12, 1876, in regard to certain proposed bye-laws relative to the navigation of the river :—

‘The Conservators of the River Thames, in exercise of the powers and authority vested in them by the Thames Conservancy Acts, 1857 and 1864, the Thames Navigation Act, 1866, the Thames Conservancy Act, 1867, and the Thames Navigation Act, 1870, and of every other authority them hereunto in any wise enabling, do order and direct as follows—that is to say :—

- ‘1. Bye-Law No. 14 of the Bye-Laws of 1872 for the Regulation of the Navigation of the River Thames, allowed by Order of her Majesty in Council on February 5, 1872, shall, after these present Bye-Laws shall have been allowed by

Order of her Majesty in Council, be, and the same is hereby repealed, and in lieu thereof

'2. All vessels navigating the River between the Albert Bridge at Chelsea and Charlton Pier shall be navigated singly and separately, except small boats fastened together or towed alongside or astern of other vessels, and except vessels towed by steam.

'8. Vessels towed by steam shall be placed two abreast if more than four in number, and not more than six shall be towed together at one time.

'4. Above and to the westward of the Albert Bridge at Chelsea six vessels and no more may be towed together in a single line at one time; the distance between any two of the vessels so towed shall not exceed 50 feet.

'5. Bye-Law No. 16 of the Bye-Laws of 1872 for the regulation of the navigation of the River Thames, allowed by Order of her Majesty in Council on February 5, 1872; and Bye-Law No. 8 of the Bye-Laws of 1875, approved by her Majesty in Council on March 17, 1875, shall, after these present Bye-Laws shall have been allowed by Order of her Majesty in Council, be, and the same are, hereby repealed, and in lieu thereof

'6. Every barge, boat, lighter, and other light craft of and under 50 tons burden, shall, when under way, have at least one male person constantly on board for the navigation and management thereof, and every barge, boat, lighter, and other like craft above 50 tons burden, shall, when under way, have at least two male persons on board for the above purpose, except when being towed with or without steam power, or being moved to or from or between any vessels or places a distance not exceeding 200 yards, when such barge, boat, lighter, and other like craft, of whatever tonnage, shall not be obliged to have more than one male person on board for the navigation and management thereof; and in case of non-compliance with this present Bye-Law the harbour-master may take charge of and remove such craft to such place as to such harbour-master may seem fit, and the amount of the charges and expenses of taking charge thereof, and of such removal, shall be recoverable from the owner or owners or master thereof to the use of the Conservators, as provided by the Thames Conservancy Act, 1857.

'In construing this Bye-Law the word burden shall mean the burden or burthen of a barge as registered at Waterman's Hall.

'7. Every steam vessel, before passing any vessel employed in dredging or in lifting any sunken vessel, or in removing any obstruction from the River, shall ease her engines so as to reduce her speed while passing. In construing this Bye-Law the word 'vessel' shall have the same interpretation as is assigned to it by Bye-Law 2 of the Bye-Laws of 1872.

'8. All persons cutting weeds in the River Thames, or in any stream, canal, or watercourse communicating with the River, shall remove such weeds immediately after cutting, so as to prevent their passing into the River, and no person shall throw or cause to be thrown any weeds, grass, or matter of a like nature into the River Thames, or into any stream, canal, or watercourse communicating with the River.

'9. Any person committing any breach of, or in any way infringing any of these Bye-Laws, shall be liable to a penalty of, and shall forfeit a sum not exceeding 5*l.*, which said penalty shall be recovered, enforced, and applied according to the provisions of the Thames Conservancy Acts, 1857 and 1864.

Any objection to or representation respecting

the above proposed Bye-Laws should be sent to or left with the Secretary of the Conservators, at 41 Trinity Square, Tower Hill, on or before the 22nd day of November next.'

The value of the exports in 1875 from the port of London of the produce of the United Kingdom was 57,928,927*l.*, as against 60,232,118*l.* in 1874.

The chief articles of import were cocoa, corn, fruit, hemp, hides, petroleum, provisions, silk manufactures, skins, spirits, sugar, tea, tobacco, wine, and wool.

In 1875 there entered this port from foreign countries and British possessions and coastwise 43,995 vessels, of 5,803,806 tons, and in the same year 17,817 vessels, of 5,233,716 tons, cleared out (exclusive of those in ballast coastwise).

The amount of Customs duties collected at the port of London in 1875 was 9,940,139*l.*, as against 9,506,721*l.* in 1874. [See also DOCKS.]

LÜBECK. The total imports into this city by land and sea were, in 1874, 10,325,300 cwts., valued at 10,026,100*l.*, and in the previous year they were 9,299,000 cwts., valued at 8,563,800*l.*, but the imports of 1875 are supposed to have fallen short of those of 1874. In 1874 the imports from Great Britain amounted to 871,100 cwts., valued at 64,400*l.* The total exports from Lübeck by land and sea in 1874 weighed 6,907,000 cwts., and were worth 9,878,900*l.* (See Consul Behncke's Report of January 31, 1876.)

MALAGA. There entered this port in 1875 192 British vessels, of 118,158 tons, showing a falling off as compared with the previous year of 79 vessels and 26,920 tons. (Consul Wilkinson's Report for 1875.)

MANILA. Of the total imports into the Philippines in 1874, chiefly cotton, linen, and silk goods, coal and iron, valued at 18,704,254 dollars, those from Great Britain, Hong Kong, and Singapore were valued at 11,675,911 dollars. The total value of the exports in 1874 was 17,302,977 dollars, of which 10,018,590 dollars' worth was forwarded to Great Britain. (Consul Ricketts' Report for 1874.)

MANNING. [See SEAMEN.]

MARINE INSURANCE. [See HAMBURG AND INSURANCE.]

MARSEILLES. In Consul Bernal's Report on the commerce of Havre for 1875, he contrasts the entries and clearance of vessels with cargo at the six chief ports of France in 1874 as follows, viz. :—

	Vessels	Tons
Marseilles	9,520	3,565,467
Havre	4,088	2,238,092
Bordeaux	2,283	1,252,280
Boulogne	2,986	602,392
Dunkirk	3,188	846,276
Dieppe	2,411	511,258

MERCHANT SHIPPING. [See PASSENGERS, SEAMEN, SEAWORTHY, AND SHIPPING.]

MESSINA. The value of imports into Messina in 1875 was 1,423,371*l.*, as against 1,408,974*l.* in 1874, and of the exports in 1875 1,678,685*l.*, as against 1,647,957*l.* in 1874. Of 4,350 ships, of 1,282,177 tons, which entered the port in 1875, 370 vessels, of 286,911 tons, were British. (Vice-Consul Rickards' Report for 1875.)

MIDDLESBOROUGH. The Customs duties collected at this port in 1875 amounted to 19,564*l.*, as against 17,296*l.* in the previous year, but the trade of Middlesborough has received a slight check through the depression of the iron trade. The population of Middlesborough in 1871 was 39,585, as against 18,992 in 1861.

MONEY. [See COIN.]

MONTE VIDEO. There entered the port of Monte Video in 1875 (exclusive of coasting sailing vessels and river steamers) 1,658 vessels, of 953,605 tons, of which 330, of 419,435 tons, were British. (Consul Munro's Report for 1875.)

MOZAMBIQUE. The value of the imports (the chief item being cotton goods) into the Portuguese possessions on the East Coast of Africa in 1874 was 353,978*l.*, and the value of the exports 254,909*l.*, ivory and gingelim being articles of importance among the latter. The Customs receipts were 40,482*l.* (Consul Elton's very interesting Report for 1875.)

NAVIGATION. [See LONDON AND SHIPPING.]

NEWCASTLE. The exports from Newcastle in 1875 of the produce of the United Kingdom (chiefly coal, metals, and alkali) were valued at 4,882,433*l.*, the value of the exports in 1874 having been 5,600,261*l.*; the chief articles of import being corn, cattle and sheep, and petroleum. In 1875 there entered the Tyne ports (in which Newcastle is included) from foreign countries and British possessions and coastwise 17,001 vessels, of 5,010,802 tons. The Customs duties received in 1875 amounted to 334,739*l.*, showing a falling off as compared with 1874, when they yielded 359,248*l.*

NEWCHANG. [See CHINA.]

NEWHAVEN. The imports into this port in 1875 were considerable, the chief articles being manufactures of silk (valued at 3,460,495*l.*), leather gloves (of which 106,774 pairs were received), and cotton manufactures (valued at 59,375*l.*); and the Customs duties received amounted to 11,055*l.*, against 11,539*l.* in 1874. There entered this port in 1875 from foreign countries and British possessions and coastwise 961 ships, of 165,328 tons.

NEW ORLEANS. Consul de Fonblanque, in his Report of January 12, 1876, refers to the ruinous condition of the wharves of New Orleans, and the impossibility of shipping cotton safely in wet weather. He says: 'There are no tramways for goods along wharves or levees, no shelter upon either for merchandise in course of lading or discharge, no warehouses, no winches, cranes, or labour-saving appliances whatever.' He expresses a fear that opening the mouth of the Mississippi by throwing out jetties (similar to those by which the Sulina mouth of the Danube was opened) will be almost a misfortune to New Orleans, unless her port be improved and its charges reduced. In 1875, 183 British ships, of 160,495 tons, entered and cleared from New Orleans, carrying away 338,861 bales of cotton, out of 1,157,597 bales received at this port, while in the previous year 279 British ships, of 220,270 tons, carried 538,269 bales, out of 1,224,840 received at New Orleans.

NEWPORT. 7,485 vessels, of 756,796 tons, entered Newport in 1875 from foreign countries, British possessions, and coastwise, and the Customs duties collected in the same year amounted to 52,220*l.*, as against 55,065*l.* in 1874.

NEWSPAPERS. The number of book packets and newspapers which passed through the post offices of the United Kingdom in 1875 was 279,716,000, showing an increase in 1874 of 8 per cent.

NEW YORK. In 1875, 5,387 vessels of different nationalities entered the port of New York, as against 6,256 in 1874, 6,315 in 1873, and 5,554 in 1872. Of the 5,387 vessels which entered this port in 1875, 1,788 were British and 2,259 were American, the total British tonnage being 2,083,727 tons, and the crews numbering 57,196.

640 British ships (including 452 steamers) carried grain from New York in 1875, though the export of grain from that port fell short of that of the previous year by nearly 20,000,000 bushels. Consul-General Archibald, in his Report of January 29, 1876, commends the regulations adopted here with regard to the stowage of grain cargoes, as well calculated to ensure all practicable safety.

The exports, valued in dollars, from New York to the United Kingdom and British possessions in 1875 were distributed as follows:—

	Dols.
England - - - - -	162,464,728
Scotland - - - - -	16,334,959
Ireland - - - - -	11,802,189
Gibraltar - - - - -	1,085,751
Canada - - - - -	1,753,096
Newfoundland - - - - -	1,035,102
British West Indies - - - - -	6,160,591
British Guiana - - - - -	640,512
" Africa - - - - -	951,539
" Australia - - - - -	2,131,521
" India - - - - -	179,376
Nova Scotia and New Brunswick - - - - -	1,834,563
Other British Possessions - - - - -	505,092
Grand Total - - - - -	306,480,525

* against 210,990,493 dollars in 1874.

NINGPO. [See CHINA.]

NORWAY. The value of the imports into the United Kingdom in 1875, chiefly wood and timber, and fish and ice, was 2,156,100*l.*, as against 2,993,996*l.* in 1874. The exports thereto of the produce and manufactures of the United Kingdom were valued at 1,787,452*l.*, as against 2,010,080*l.* in 1874. [See CHRISTIANIA AND SWEDEN.]

ODESSA. Corn being the staple of the export trade of Odessa, it suffered materially in 1875, in consequence of the low price of that commodity in England and France. Thus only 213 English vessels entered the port, being 110 below the average of the previous 4 years. 97 vessels cleared with grain for the United Kingdom, against 150 in 1874, and 46 cleared for other countries, against 105 in 1874. The total value of the exports (chiefly cereals and wool) in 1875 was 46,504,592 roubles, and of the imports (chiefly oil, fruit, tobacco, and cotton, iron, and iron ware) 85,727,971 roubles. (Consul-General Stanley's Report of March 4, 1876. [See also RUSSIA.]

ORANGES AND LEMONS. The quantity of these articles imported into the United Kingdom in 1875 (chiefly from Spain, Portugal, and Italy) was 2,869,631 bushels, valued at 1,841,704*l.*, while the value of the imports in 1874 was 1,163,296*l.*

OVER-LOADING. [See DECK-LINES, FOREIGN SHIPS, LOAD-LINES, SEAWORTHY, AND WRECKERS.]

OWNERS. [See SHIPOWNERS.]

PARA. The export trade of Para shows a slight increase for 1875 over 1874, the chief products being india rubber, cocoa, hides, and nuts. There is a slight falling off of imports.

The official value of the produce exported in 1875, calculated at the average exchange of 2*s.* 8*d.* per milreis, was distributed as follows, viz.:—

Countries to which Exported	Value of Exports
England - - - - -	£ 714,518
United States - - - - -	345,666
France - - - - -	122,901
Other Countries - - - - -	99,547
Total - - - - -	1,282,632

as against 1,234,192*l.* in 1874.

[See BRAZIL.]

PASSENGERS. The following provisions in regard to passenger steamers and emigrant ships

are embodied in the Merchant Shipping Act of 1876, viz. :—

PASSENGER STEAMERS AND EMIGRANT SHIPS.

Exemption of certain steamers from passenger certificates.—Any steamship may carry passengers not exceeding twelve in number, although she has not been surveyed by the Board of Trade as a passenger steamer, and does not carry a Board of Trade certificate, as provided by the Merchant Shipping Act, 1854, with respect to passenger steamers. (Sec. 16.)

Colonial certificates for passenger steamers.—Where the legislature of any British possession provides for the survey of and grant of certificates for passenger steamers, and the Board of Trade report to her Majesty that they are satisfied that the certificates are to the like effect, and are granted after a like survey, and in such manner as to be equally efficient with the certificates granted for the same purpose in the United Kingdom under the Acts relating to Merchant Shipping, it shall be lawful for her Majesty by Order in Council—

1. To declare that the said certificates shall be of the same force as if they had been granted under the said Acts; and
2. To declare that all or any of the provisions of the said Acts which relate to certificates granted for passenger steamers under those Acts shall, either without modification or with such modifications as to her Majesty may seem necessary, apply to the certificates referred to in the Order; and
3. To impose such conditions and to make such regulations with respect to the said certificates, and to the use, delivery, and cancellation thereof, as to her Majesty may seem fit, and to impose penalties not exceeding 50*l.* for the breach of such conditions and regulations. (Sec. 17.)

Provision against double survey in case of passenger steamers and emigrant ships.—In every case where a passenger certificate has been granted to any steamer by the Board of Trade under the provisions of the Merchant Shipping Act, 1854, and remains still in force, it shall not be requisite for the purposes of the employment of such steamer under the Passengers Acts that she shall be again surveyed in her hull and machinery in order to qualify her for service under the Passengers Act, 1855, and the Acts amending the same; but for the purposes of employment under those Acts such Board of Trade certificate shall be deemed to satisfy the requirements of the Passengers Acts with respect to such survey, and any further survey of the hull and machinery shall be dispensed with, and so long as a steamship is an emigrant ship that is a passenger ship within the meaning of the Passengers Act, 1855, and the Acts amending the same, and the provisions contained in the said Passengers Acts as to the survey of her hull, machinery, and equipments have been complied with, she shall not be subject to the provisions of the Merchant Shipping Act, 1854, with respect to the survey of and certificate for passenger steamers, or to the enactments amending the same. (Sec. 18.)

Provision as to survey of foreign passenger steamer or emigrant ship.—Where a foreign ship is a passenger steamer subject to the Merchant Shipping Act, 1854, and the Acts amending the same, or an emigrant ship subject to the Passengers Act, 1855, and the Acts amending the same, and the Board of Trade are satisfied, by the production of a foreign certificate of survey attested by a British consular officer at the port of survey, that such ship has been officially surveyed at a

foreign port, and are satisfied that the requirements of the said Acts, or any of them, are proved by such survey to have been substantially complied with, the Board may, if they think fit, dispense with any further survey of the ship in respect of the requirements so complied with, and give or direct one of their officers to give a certificate, which shall have the same effect as if given upon survey under the said Acts or any of them: provided that her Majesty may by Order in Council direct that this section shall not apply in the case of an official survey at any foreign port at which it appears to her Majesty that corresponding provisions are not extended to British ships. (Sec. 19.)

Power to modify Passenger Acts as to food, space, and accommodation in emigrant ships.—It shall be lawful for the Board of Trade, if satisfied that the food space, accommodation, or any other particular or thing provided in an emigrant ship for any class of passengers is superior to the food, space, accommodation, or other particular or thing required by the Passengers Act, 1855, and the Acts amending the same, to exempt such ship from any of the requirements of those Acts with respect to food, space, or accommodation, or other particular or thing, in such manner and upon such conditions as the Board of Trade may think fit. (Sec. 20.)

Provision of signals of distress, inextinguishable lights, and life buoys in passenger steamers and emigrant ships.—Every sea-going passenger steamer and every emigrant ship shall be provided to the satisfaction of the Board of Trade—

1. With means for making the signals of distress at night specified in the First Schedule to 'The Merchant Shipping Act, 1873,' or in any rules substituted thereof, including means of making flames on the ship which are inextinguishable in water, or such other means of making signals of distress as the Board of Trade may previously approve; and
2. With a proper supply of lights inextinguishable in water and fitted for attachment to life buoys.

If any such steamer or ship goes to sea from any port of the United Kingdom without being so provided as required by this section, for each default in any of the above requisites the owner shall, if he appears to be in fault, incur a penalty not exceeding 100*l.*, and the master shall, if he appears to be in fault, incur a penalty not exceeding 50*l.* (Sec. 21.)

[See CALAIS.]

PATRAS. The imports by British vessels in 1875 were of the value of 183,510*l.*, as against 835,645*l.* in 1874. The exports by British vessels, on the contrary, showed an increased trade, the value in 1875 being 781,829*l.*, and in 1874 712,580*l.* The yield of the currant crop was, in 1875, 59,040 tons, while it was 60,975 tons in the previous year. But though the crop was smaller in 1875, in consequence of the damp and wet weather, the price obtained quite made up for the deficiency in quantity. (Consul Wood's Report of January 14, 1876.)

PERNAMBUCO. We gather from Acting Consul Corfield's Report of January 31, 1876, that of 525 ships, of 356,922 tons (including 138 steamers), which entered this port in the year ended June 30, 1875, 277 ships (including 80 steamers), of 218,298 tons, were British. The following table shows the value of the exports from this port in each of the 3 years ending with 1875, and the portion destined for the United Kingdom :—

Years	Total Value of Exports	Value of Exports to United Kingdom
1873	£ 2,546,234	£ 1,349,630
1874	1,663,714	849,742
1875	1,636,344	806,406

In lieu of the port dues which have been abolished, a table of light dues has been established, on which vessels pay as follows :—

Up to 200 tons	-	-	20,000 Reals
" 300 "	-	-	30,000 "
" 500 "	-	-	40,000 "
" 700 "	-	-	50,000 "

* The maximum charge for ships of the largest tonnage.

[See also BRAZIL.]

PERU. The value of the total imports (chiefly guano, cubic nitre, sugar, and wool) from Peru into the United Kingdom in 1875 was 4,884,181*l.*, as against 4,501,213*l.* in 1874; while the total value of the exports to Peru (chiefly cotton and woollen goods, and iron) from the United Kingdom in 1875 was 1,817,981*l.* (including 1,594,499*l.* for British produce), as against 1,829,977*l.* in 1874.

PETROLEUM. The quantity and value of the imports of petroleum into the United Kingdom in 1874 and 1875 were as follow :—

1874	-	21,463,361 gallons	£ 993,418
1875	-	19,440,939 "	775,341

[See EXPLOSIVE SUBSTANCES AND IMPORTATION AND EXPORTATION.]

PLATE. By the Customs Duties Consolidation Act of 1876, 39 & 40 Vict. c. 35, it is provided that all gold and silver plate imported from foreign parts shall bear a distinctive mark when it has been assayed. [See also SILVER.]

PORTO RICO. The total imports are estimated to have amounted in 1875 to about the same value as in 1874, viz. 2,650,000*l.*, and by far the larger portion is conveyed under the Spanish flag, in consequence of the differential duties of six per cent. in its favour, while the imports in British ships are valued at 337,342*l.* for 1875. Of the exports in 1875, valued at 2,661,065*l.*, the share of Great Britain and her colonies was 757,441*l.*, the United States taking 850,969*l.*, and Spain and Cuba 630,505*l.* The chief items of export in 1875 from Porto Rico were—

Sugar	-	-	£ 1,303,748
Molasses	-	-	244,237
Coffee	-	-	918,081
Tobacco	-	-	166,724

(Consul Pauli's Report for the year 1875.)

PORTUGAL. The value of the total imports (the most important items being wine, cattle, quicksilver, and pyrites of iron or copper) from Portugal into the United Kingdom in 1875 was 4,444,071*l.*, as against 4,265,032*l.* in 1874, and the value of the total exports to Portugal (chiefly cotton and woollen goods, iron, coals, and machinery) from the United Kingdom in 1875 was 3,081,905*l.* (including 2,563,067*l.* for British produce), as against 3,128,332*l.* in 1874.

As some British ship masters have been fined for not being provided with certain certificates from the Portuguese consular officer at the port of departure in accordance with Portuguese law, the following translation of the decrees and other orders requiring the production of these documents was issued by the Board of Trade in January 1875 :—

'Note of the Decrees and other Orders requiring, on the entry of a foreign vessel into a Portuguese port, the production of a copy of the muster roll and a declaration of ballast, certified in each case by the Portuguese consular authority at the port of departure.'

Portuguese Consular Regulations, Art. 74, No. 2 :—

Muster Roll.

'(The master) shall present a muster roll in accordance with the form annexed to these regulations, and shall observe everything else which is laid down upon the subject.'

Decree of July 10, 1834, Cap. IV., Art. 3.

(Extract) :—

'He shall also deliver a sworn declaration, which shall contain a nominal statement of the crew and of the passengers, the number of packages of personal baggage of each, and of the provisions and spare stores and gear.'

Decree of July 10, 1834, Cap. IV., Art. 7.

(Extract) :—

Certificate of Ballast.

'If the master shall not exhibit the manifests at the time prescribed, and with the required formalities, if the manifests shall not agree one with the other, and if he shall not come within the first twenty-four hours to make entry at the Custom-house, he incurs the penalty of paying double port dues; if however, any of the merchandise shall not have been included, or if there should be a difference between the merchandise and the manifest, the master shall be personally condemned to pay a sum equal to the value of the merchandise omitted, if it consist of prohibited goods, and double import dues, taxes, and emoluments, if the goods be admissible.'

Portuguese Consular Regulations, Art. 77 :—

'If the vessel be in ballast, the manifest shall be substituted by the declaration of the quality and quantity of ballast she shall have shipped.'

Portaria (Royal Order) of August 24, 1857 :—

Muster Roll and Certificate of Ballast.

'The necessary orders having been issued to all the Portuguese consular agents that they shall always cause, in regard to vessels bound to the ports of the Continent and the adjacent islands, the muster roll referred to by No. 2 of Art. 74 of the Consular Regulations to be attached and sewed to one of the manifests of cargo of the vessel in question, his Majesty the King determines that at the maritime Custom-houses of the kingdom and of the said adjacent islands, the presentation of all the documents of which Articles 74 and 77 of the regulations treat shall be demanded of the said captains or masters of the vessels, whether national or foreign, which shall be communicated to whomsoever it may concern by the Direction-General of the Customs and Indirect Taxes.'

And the following translation of regulations by the Portuguese Government as to the mode of levying certain anchorage and tonnage dues was issued by the Board of Trade on June 9, 1876, and published in the *London Gazette* :—

'The provisions laid down in the 4th Article of the Law of the 27th of December, 1870, must be held to be applicable to any vessels that may be overloaded and may have to discharge part of their cargo, and also to those which, being unable to repair damages at the port which they may have entered, require to discharge the whole or part of their cargo, in order to enable them to pursue their voyage to their destined ports.'

'2. All Portuguese vessels engaged in the coasting trade are, like those engaged in the navigation of the high seas, or on long voyages,

comprised, for all intents and purposes, within the rules laid down in the 3rd and 5th Articles of the said Law.

'3. All Portuguese steamers and sailing ships engaged on long voyages, but calling at ports in the Continental part of the kingdom or of the adjacent islands, and receiving cargo for the same, shall only pay the higher rate of duty to which they may be liable.

'4. All foreign vessels condemned as unseaworthy, and afterwards rebuilt, and all those constructed in any national building-yards, shall be liable to the tonnage dues as laid down in the Law, and according to their respective destinations.

'At the Palace, May 24, 1876.'

The following was published in the *London Gazette* in April 1876 as to the exhibition at the Portuguese Custom-houses after April 15, 1876, of certain documents specified in the following translation of Articles X. and XI. of the Treaty of July 11, 1866, between France and Portugal, in proof of origin, &c., in order to effect the clearance of merchandise from Great Britain, to which tariff (B) under the said treaty is applicable:—

'Art. X. To prove that the goods are of national manufacture or origin, the importer shall produce to the Customs of the other country either an official declaration made before a magistrate at the place of departure, or a certi-

cate from the chief of the Customs at the office of exportation, or a certificate from the consul or consular agents of the country into which the goods are to be imported, residing at the places of exportation or at the ports of embarkation.

'Art. XI. The *ad valorem* duties stipulated for in the present Treaty shall be calculated on the value at the place of origin or manufacture of the article imported, plus the expenses of transport, insurance, and commission necessary for the importation into the other country as far as the place of introduction, and also the export duties, if any.

'The importer shall, in addition to the certificate of origin, append to the written declaration showing the value of the goods imported an invoice from the manufacturer or seller giving the real price.

'This invoice shall be visé by a consul or consular agent of the Power into whose territory the importation is to be effected.'

PRECIOUS METALS. [See GOLD, SILVER.]
PYRITES OF IRON AND COPPER. The value of our imports of these in 1875 was 1,406,995*l.*, as against 1,253,292*l.* in 1874.

RICE. The quantities and values of rice imported (chiefly from India) into the United Kingdom, and the quantities and value of rice re-exported therefrom in 1861, 1874, and 1875 were as follow:—

	1861		1874		1875	
	Quantities	Values	Quantities	Values	Quantities	Values
Rice not in the husk imported into the United Kingdom	Cwts. 3,298,375	£ 2,127,126	Cwts. 7,043,779	£ 3,636,684	Cwts. 6,719,294	£ 3,006,122
" in the husk " " " "	8,037	16,421	12,181	22,624	16,601	27,440
Total	3,306,412	2,143,547	7,055,960	3,659,308	6,735,895	3,033,562
Quantities of Rice not in the husk re-exported	1,722,188	1,112,246	4,095,751	2,519,870	3,306,719	1,819,204

RIGA. The total value of the import trade of Riga in 1874 was 30,725,183 roubles, of which imports Great Britain contributed to the extent of 14,492,311 roubles, and Germany 7,129,662 roubles. This showed an increase in the import trade of 11,113,523 roubles over 1873. The total value of the export trade of Riga in 1874 was 48,504,915 roubles, giving an increase over 1873 of 2,202,940 roubles. In 1874 exports of the value of 18,959,624 roubles went from this port to Great Britain, and those destined for Germany were valued at 5,654,085 roubles. Of 3,806 vessels, of 799,470 tons, which entered the port in 1874, 672 vessels, of 307,632 tons, were British. The latter (except 476 in ballast) chiefly entered with general cargoes, coal, salt, and railway iron, and the majority that cleared (except one in ballast) were laden with wood, flax and hemp, oats and barley, and general cargoes. (Consul Grignon's Supplementary Report for 1874.)

RIO DE JANEIRO. Though the Report of Acting-Consul Austin on the trade and commerce of Rio de Janeiro for 1875 embodies a very interesting account of the commerce, public works, revenue and expenditure, and colonisation and immigration of the Brazilian Empire, it does not give any details of the individual trade of Rio de Janeiro. [See BAHIA AND BRAZIL.]

ROUMANIA. [See TREATIES.]

RUSSIA. It has been officially announced by the Russian Government that from January 1, 1877, Customs duties will be levied in gold. [See IMPORTS AND EXPORTS, ODESSA, AND RIGA.]

SALMON. [See FISH.]

SAN FRANCISCO. The exports by sea (other than treasure) from this port in 1875 had the following destinations and value, viz.:—

Atlantic Ports of the United States	-	£285,600
Great Britain	-	5,546,930
Australasian Colonies	-	84,330
British Columbia	-	122,320
China	-	245,540
Japan	-	126,590
Sandwich Islands	-	112,460
Mexico	-	242,210
South America	-	39,720
Other countries	-	274,796
		£6,108,530

as against 5,685,050*l.* in the previous year.

The destinations and values of the exports of gold and silver from San Francisco in the same year were as follow:—

Eastern Ports of the Union	-	£6,912,720
Great Britain	-	34,630
China	-	1,530,590
Other Ports	-	105,260
		£8,583,200

as against 6,036,126*l.* in the previous year.

The value of the imports from Great Britain at San Francisco in 1875 was 1,090,229*l.* The tonnage of British shipping which arrived at this port was 224,239 tons' register, and of that which cleared 268,422 tons.

SCIENTIFIC REFEREES. [See SEAWORTHY.]

SEAMEN. We are indebted to Mr. W. S. Lindsay, late M.P. for Sunderland, and author of the 'History of Merchant Shipping,' for enabling us to give the following very brief outline of his well-considered scheme for manning our merchant ships and navy on a co-operative principle.

Mr. Lindsay calculates that, excluding foreign-

ers and British negroes, we have not available at present, including 11,000 in the navy, more than 40,000 thoroughly trained, able British seamen. And he has come to the conclusion that the United Kingdom 'ought at all times to have 100,000 trained, able seamen, of its own, including the petty and warrant officers of the Royal Navy, and that the seamen of both services should be induced, as far as practicable, to intermingle and periodically interchange with each other the duties of either service, maintaining a constant flow from boyhood through manhood up to that term of life when no longer fit for service at sea.'

After showing the impracticability of reverting to the old laws which compelled the owner of every merchant vessel to carry an apprentice for each 100 tons, he proposes, while applying the scheme exclusively to vessels belonging to the United Kingdom, to maintain eventually 100,000 able British seamen by having 80,000 youths constantly serving apprenticeship between the ages of 16 and 20, thus—

	No. of Vessels	No. of Apprentices
1 Apprentice to each Vessel between 50 and 100 tons	7,258	7,258
2 Apprentices " 150 and 350 "	3,362	6,724
3 " " 350 and 1,200 "	4,097	12,291
4 " " above 1,200 "	1,051	4,204
Total	15,758	30,447

To procure the boys the more readily he proposes that the Government should undertake to maintain and train them on board training-ships at various centres of recruiting for eighteen months, from the age of fourteen and a half, and when sixteen to apprentice them for four years in the merchant service, claiming them when twenty for a service in the navy of three years, or such other shorter time as would be necessary to make them efficient navy seamen. On arriving at the age of twenty-three they would be at liberty to elect to remain in the navy, or to return to the merchant service and form the most important portion of the reserve. Mr. Lindsay sketches in detail the various inducements to be held out to apprentices and able seamen to attach them to both branches of the service in turn, as well as to the reserve, and he expresses a conviction that his plan would, on the whole, be much more efficient than the existing one, and would effect a saving of about 700,000*l.* per annum.

We are glad that Mr. Lindsay, who has so perfect a knowledge of our mercantile marine, has turned his attention to the subject of 'manning,' which is peculiarly interesting at this time, when, besides our pressing necessities, there is an uneasy feeling in regard to the employment of foreigners, in consequence of the late increase of disasters at sea, and of the recent startling instances of mutinous conduct on their part.

By the 5th Section of the Merchant Shipping Act of 1876 it is provided that 'in every contract of service, between the owner of a ship and the master or any seaman, and in every instrument of apprenticeship for an apprentice on board any ship, there shall be implied, notwithstanding any agreement to the contrary, an obligation on the owner, that he and the master, and every agent charged with the loading of the ship, or preparing her for, or sending her to sea, shall use all reasonable means to ensure the seaworthiness of the ship for the voyage at the time it commences, and to keep her in a seaworthy condition during the voyage; nothing in this section shall subject the owner of a ship to any

liability by reason of her being sent to sea in an unseaworthy state where, owing to special circumstances, sending her to sea is reasonable and justifiable.'

Account showing the Number of Men (exclusive of Masters) employed in 1874 and 1875 on board Sailing and Steam Vessels (exclusive of River Steamers) engaged in the Home and Foreign Trade of the United Kingdom:—

	1874 Number of Men	1875 Number of Men
Home Trade	50,274	50,880
Partly Home and partly Foreign Trade	19,816	15,092
Foreign Trade	140,516	135,695
Total	303,606	199,667

Table showing the Estimated Numbers of the Crews employed in 1875 on board all the Vessels belonging to the British Empire and registered under the Merchant Shipping Acts:—

	Crews
England	199,659
Scotland	4,797
Ireland	10,550
Total United Kingdom	215,006
Isle of Man and Channel Islands	4,728
British Possessions	80,971
Total British Empire	342,355

SEAWORTHY. The spirit of the temporary Act of 1875 dealing with unseaworthy ships (which expired on October 1, 1876) was embodied in the Merchant Shipping Act of 1876, 39 & 40 Vict. c. 80. The following are its chief provisions under this head, which, owing to their importance, are but slightly abbreviated:—

UNSEAWORTHY SHIPS.

Sending unseaworthy ship to sea a misdemeanor.

—4. Every person sending or attempting to send a British ship to sea in such unseaworthy state as likely to endanger life shall be guilty of a misdemeanor, unless all reasonable means were used to ensure her seaworthy state or that her unseaworthy state was, under the circumstances, reasonable and justifiable, and every master of a British ship who knowingly takes the same to sea in such unseaworthy state, shall be guilty of a misdemeanor, unless her going to sea in such unseaworthy state was, under the circumstances, reasonable and justifiable.

No prosecution shall be instituted except by or with the consent of the Board of Trade, or of the governor of the British possession in which it takes place, and the misdemeanor shall not be punishable on summary conviction.

Obligation of shipowner to crew with respect to use of reasonable efforts to secure seaworthiness.—

5. In every contract of service, between the owner of a ship and the master or any seaman, and in every instrument of apprenticeship for an apprentice on board any ship, there shall be implied, notwithstanding any agreement to the contrary, an obligation on the owner, that he and the master, and every agent charged with the loading of the ship, or preparing her for, or sending her to sea, shall use all reasonable means to ensure the seaworthiness of the ship for the voyage at the time it commences, and to keep her in a seaworthy condition during the voyage; nothing in this section shall subject the owner of a ship to any liability by reason of her being sent to sea in an unseaworthy state where, owing to special circumstances, sending her to sea is reasonable and justifiable.

Power to detain unsafe ships, and procedure for such detention.—6. Where a British ship, in any

port of the United Kingdom, is, by defective condition of hull, equipments, or machinery, or by over or improper loading, unfit to proceed to sea without serious danger to human life, such 'unsafe' ship may be provisionally detained for the purpose of being surveyed, and either finally detained or released, as follows:—

1. The Board of Trade, if they have reason to believe on complaint, or otherwise, that a British ship is unsafe, may provisionally order the detention of the ship for the purpose of being surveyed.
2. When a ship has been provisionally detained there shall be forthwith served on the master of the ship a written statement of the grounds of her detention, and the Board of Trade may, if they think fit, appoint some competent person or persons to survey the ship and report thereon to the Board.
3. The Board of Trade, on receiving the report, may either order the ship to be released or, if in their opinion the ship is unsafe, may order her to be finally detained, either absolutely or until the performance of such conditions with respect to the execution of repairs or alterations, or the unloading or reloading of cargo, as the Board think necessary for the protection of human life, and may from time to time vary or add to any such order.
4. Before the order for final detention is made a copy of the report shall be served upon the master of the ship, and within seven days after such service the owner or master of the ship may appeal in the prescribed manner to the court of survey (hereinafter mentioned) for the port or district where the ship is detained.
5. Where a ship has been provisionally detained, the owner or master of the ship, at any time before the person appointed under this section to survey the ship makes such survey, may require that he shall be accompanied by such person as the owner or master may select out of the list of assessors for the court of survey (nominated as hereinafter mentioned), and in such case if the surveyor and assessor agree, the Board of Trade shall cause the ship to be detained or released accordingly, but if they differ, the Board of Trade may act as if the requisition had not been made, and the owner and master shall have the like appeal touching the report of the surveyor as is before provided by this section.
6. Where a ship has been provisionally detained, the Board of Trade may at any time, if they think it expedient, refer the matter to the court of survey for the port or district where the ship is detained.
7. The Board of Trade may at any time, if satisfied that a ship detained under this Act is not unsafe, order her to be released either upon or without any conditions.
8. For the better execution of this section, the Board of Trade, with the consent of the Treasury, may from time to time appoint a sufficient number of fit officers, and may remove any of them.
9. Any officer so appointed (in this Act referred to as a detaining officer) shall have the same power as the Board of Trade have under this section of provisionally ordering the detention of a ship for the purpose of being surveyed, and of appointing a person or persons to survey her; and if he thinks that a ship so detained by him is not unsafe may order her to be released.

10. A detaining officer shall forthwith report to the Board of Trade any order made by him for the detention or release of a ship.

Constitution of court of survey for appeals.—7. A court of survey for the port or district shall consist of a judge sitting with two assessors.

The judge shall be such person as may be summoned for the case in accordance with the rules made under this Act out of a list (from time to time approved for the port or district by a Secretary of State) of wreck commissioners appointed under this Act, stipendiary or metropolitan police magistrates, judges of county courts, and other fit persons; but in any special case in which the Board of Trade think it expedient to appoint a wreck commissioner, the judge shall be such wreck commissioner.

The assessors shall be persons of nautical engineering or other special skill and experience; one of them shall be appointed by the Board of Trade, either generally or in each case, and the other shall be summoned in accordance with the rules under this Act by the registrar of the court, out of a list of persons periodically nominated for the purpose by the local marine board of the port, or, if there is no such board, by a body of local shipowners or merchants approved for the purpose by a Secretary of State, or, if there is no such list, shall be appointed by the judge; if a Secretary of State thinks fit at any time, on the recommendation of the government of any British possession or any foreign State, to add any person or persons to any such list, such person or persons shall, until otherwise directed by the Secretary of State, be added to such list, and if there is no such list shall form such list.

The county court registrar, or such other fit person as a Secretary of State may from time to time appoint, shall be the registrar of the court, and shall, on receiving notice of an appeal or a reference from the Board of Trade, immediately summon the court in the prescribed manner to meet forthwith.

The name of the registrar and his office, together with the rules made under this Act relating to the court of survey, shall be published in the prescribed manner.

Power and procedure of court of survey.—8. With respect to the court of survey the following provisions shall have effect:—

1. The case shall be heard in open court.
2. The judge and each assessor may survey the ship, and shall have for the purposes of this Act all the powers of an inspector appointed by the Board of Trade under the Merchant Shipping Act, 1854.
3. The judge may appoint any competent person or persons to survey the ship and report thereon to the court.
4. The judge shall have the same power as the Board of Trade have to order the ship to be released or finally detained, but unless one of the assessors concurs in an order for the detention of the ship, the ship shall be released.
5. The owner and master of the ship, and any person appointed by the owner or master, and also any person appointed by the Board of Trade, may attend at any inspection or survey made in pursuance of this section.
6. The judge shall send to the Board of Trade the prescribed report, and each assessor shall either sign the report or report to the Board of Trade the reasons for his dissent.

Rules for procedure of court of survey, &c.—

9. The Lord Chancellor may from time to time (with the consent of the Treasury so far as relates

to fees) make, and when made revoke, alter, and add to general rules to carry into effect the provisions of this Act with respect to a court of survey, and in particular with respect to the summoning of and procedure before the court, the requiring on an appeal security for costs and damages, the amount and application of fees, and the publication of the rules. All such rules while in force shall have effect as if enacted in this Act.

Liability of Board of Trade and shipowner for costs and damages.—10. If it appears that there was not reasonable and probable cause, by reason of the condition of the ship or the act or default of the owner, for its provisional detention, the Board of Trade shall be liable to pay to the owner his costs of and incidental to, and also compensation for, any loss or damage by reason of the detention or survey.

If a ship be finally detained, or if a ship provisionally detained was, at the time of such detention, unsafe, the owner shall pay to the Board of Trade their costs of and incidental to the detention and survey, and those costs shall, without prejudice to any other remedy, be recoverable like salvage.

The costs of and incidental to any proceeding before a court of survey, and a reasonable amount in respect of the remuneration of the surveyor or officer of the Board of Trade, shall be part of the costs of the detention and survey of the ship, and any dispute as to the amount of such costs may be referred to one of the masters or registrars of the Supreme Court of Judicature, who, on request of the Board of Trade, shall ascertain and certify the proper amount.

An action for any costs or compensation payable by the Board of Trade may be brought against the secretary by his official title as if he were a corporation sole; and if the cause of action arises in Ireland, any of the superior courts of common law there may order the summons or writ to be served on the Crown and Treasury Solicitor for Ireland, and such shall be good and sufficient service on the Secretary of the Board of Trade.

Power to require from complainant security for costs.—11. Where a complaint is made to the Board of Trade or a detaining officer that a British ship is unsafe, the Board or officer may require the complainant to give security for the costs and compensation which he may become liable to pay.

Where the complaint is made by one-fourth, being not less than three, of the seamen belonging to the ship, and is not in the opinion of the Board or officer frivolous or vexatious, such security shall not be required, and the Board or officer shall, if the complaint is made in sufficient time before the sailing of the ship, take proper steps for ascertaining whether the ship ought to be detained.

Where a ship is detained in consequence of any complaint, and the circumstances are such that the Board of Trade are liable to pay to the owner any costs or compensation, the complainant shall be liable to pay to the Board all such costs and compensation as the Board incur in respect of the detention and survey.

Supplemental provisions as to detention of ship.—12.

1. A detaining officer shall have for the purpose of his duties the same powers as an inspector under the Merchant Shipping Act, 1854.
2. An order for the detention of a ship, provisional or final, and an order varying the same, shall be served as soon as may be on the master of the ship.

3. When a ship has been detained she shall not be released by reason of her British register being subsequently closed.

4. For the purposes of a survey of a ship under this Act any person authorised to make the same may go on board the ship, and inspect the same and every part thereof, and the machinery, equipments, and cargo, and may require the unloading or removal of any cargo, ballast, or tackle.

5. The provisions of the Merchant Shipping Act, 1854, with respect to persons who willfully impede an inspector, or disobey his requisition or order, shall apply as if those provisions were herein enacted, with the substitution for the inspector of any judge, assessor, officer, or surveyor who under this Act has the same powers as an inspector, or has authority to survey a ship.

FOREIGN SHIPS, OVERLOADING.

Application to foreign ships of provisions as to detention.—13. Where a foreign ship has taken on board all or any part of her cargo at a port in the United Kingdom, and is whilst at that port unsafe by reason of over or improper loading, the provisions with respect to the detention of ships shall apply to that foreign ship as if she were British, with the following modifications:—

1. A copy of the order for the provisional detention of the ship shall be forthwith served on the consular officer for the State to which the ship belongs at or nearest to the place where the ship is detained.
2. Where a ship has been provisionally detained, the consular officer, on the request of the owner or master, may require that the person appointed by the Board of Trade to survey the ship shall be accompanied by such person as the consular officer may select, and in such case, if the surveyor and such person agree, the Board of Trade shall cause the ship to be detained or released accordingly, but if they differ, the Board may act as if the requisition had not been made, and the owner and master may appeal to the court of survey touching the report of the surveyor; and
3. Where the owner or master of the ship appeals to the court of survey, the consular officer, on the request of such owner or master, may appoint any competent person who shall be assessor in such case in lieu of the assessor who, if the ship were British, would be appointed otherwise than by the Board of Trade.

In this section the expression 'consular officer' means any consul-general, vice-consul, consular agent, or other officer recognised by a Secretary of State as a consular officer of a foreign State.

APPEAL ON REFUSAL OF CERTAIN CERTIFICATES TO SHIPS.

Appeal on refusal of certain certificates under Merchant Shipping and Passengers Acts.—14.

Whereas by Sec. 309 of the Merchant Shipping Act, 1854, and enactments amending the same, the owner of a passenger steamer as defined in that Act is required to cause the same to be surveyed by a shipwright surveyor and an engineer surveyor, and those surveyors are required to give declarations of certain particulars with respect to the sufficiency or conformity with the Act of the ship and equipments, and to the limits beyond which the ship is not fit to ply, and to the number of passengers which the ship is fit to carry, and of other particulars in the said section,

and the Board of Trade, under Sec. 312 of the same Act, issue a certificate upon such declarations, and the passenger steamer cannot lawfully proceed to sea without obtaining such certificate;

And whereas under Secs. 11 and 50 of the Passengers Acts, 1855, and the enactments amending the same, a passenger ship within the meaning of those sections (in this Act referred to as an emigrant ship) cannot lawfully proceed to sea without a certificate of clearance from an emigration officer, or other officer in those sections mentioned, showing that all the requirements of the said sections and enactments have been complied with, and that the ship is in the officer's opinion seaworthy, and that the passengers and crew are in a fit state to proceed to sea, and otherwise as therein mentioned;

And whereas by Sec. 30 of the Merchant Shipping Act Amendment Act, 1862, provision is made for preventing a ship from proceeding to sea in certain cases without a certificate from a surveyor or person appointed by the Board of Trade (the effect that the ship is properly provided with lights, and with the means of making fog signals);

And whereas it is expedient to give in the said cases such appeal as hereinafter mentioned: Be it therefore enacted that—

If a shipowner feels aggrieved,

- (1.) by a declaration of a shipwright surveyor, or an engineer surveyor, respecting a passenger steamer under the above-recited enactments, or by the refusal of a surveyor to give the said declaration; or
- (2.) by the refusal of a certificate of clearance for an emigrant ship under the above-recited enactments; or
- (3.) by the refusal of a certificate as to lights or fog signals under the above-recited enactment—

the owner may appeal in the prescribed manner to the court of survey for the port or district where the ship for the time being is.

On such appeal the judge of the court of survey shall report to the Board of Trade on the question raised by the appeal, and the Board of Trade, when satisfied that the requirements of the report and the other provisions of the said enactments have been complied with, may—

1. In the case of a passenger steamer give their certificate under Sec. 312 of the Merchant Shipping Act, 1854, and
2. In the case of an emigrant ship give, or direct the emigration or other officer to give, a certificate of clearance under the above-mentioned enactments, and
3. In the case of a refusal of a certificate as to lights or fog signals, give or direct a surveyor or other person appointed by them to give a certificate under Sec. 30 of the Merchant Shipping Act Amendment Act, 1862.

Subject to any order made by the judge of the court of survey, the costs of and incidental to an appeal under this section shall follow the event.

Subject as aforesaid, the provisions of this Act with respect to the court of survey and appeals thereto, so far as consistent with the tenour thereof, shall apply to the court of survey when acting under this section, and to appeals under this section.

Where the survey of a ship is made for the purpose of a declaration or certificate under the above-recited enactments, the person appointed to make the survey shall, if so required by the owner, be accompanied on the survey by some person appointed by the owner, and in such case, if the said two persons agree, there shall be no

appeal to the court of survey in pursuance of this section.

SCIENTIFIC REFEREES.

Reference in difficult cases to scientific persons.

—15. If the Board of Trade are of opinion that an appeal under this Act involves a question of construction or design or of scientific difficulty or important principle, they may refer the matter to such one or more out of a list of scientific referees from time to time approved by a Secretary of State, as may appear to possess the special qualifications necessary for the particular case, and may be selected by agreement between the Board of Trade and the appellant, or in default of any such agreement by a Secretary of State, and thereupon the appeal shall be determined by the referee or referees, instead of by the court of survey.

The Board of Trade, if the appellant in any appeal so require and give security to the satisfaction of the Board to pay the costs of and incidental to the reference, shall refer that appeal to a referee or referees so selected as aforesaid.

The referee or referees shall have the same powers as a judge of the court of survey.

PASSENGER STEAMERS AND EMIGRANT SHIPS.

Exemption of certain steamers from passenger certificates.

—16. Any steamship may carry passengers not exceeding twelve in number, although she has not been surveyed by the Board of Trade as a passenger steamer, and does not carry a Board of Trade certificate as provided by the Merchant Shipping Act, 1854, with respect to passenger steamers.

Colonial certificates for passenger steamers.

—17. Where the legislature of any British possession provides for the survey of and grant of certificates for passenger steamers, and the Board of Trade report to her Majesty that they are satisfied that the certificates are to the like effect, and are granted after a like survey, and in such manner as to be equally efficient with the certificates granted for the same purpose in the United Kingdom under the Acts relating to Merchant Shipping, it shall be lawful for her Majesty by Order in Council—

1. To declare that the said certificates shall be of the same force as if they had been granted under the said Acts; and
2. To declare that all or any of the provisions of the said Acts which relate to certificates granted for passenger steamers under those Acts shall, either without modification or with such modifications as to her Majesty may seem necessary, apply to the certificates referred to in the Order; and
3. To impose such conditions and to make such regulations with respect to the said certificates, and to the use, delivery, and cancellation thereof, as to her Majesty may seem fit, and to impose penalties not exceeding 50*l.* for the breach of such conditions and regulations.

Provision against double survey in case of passenger steamers and emigrant ships.

—18. In every case where a passenger certificate has been granted to any steamer by the Board of Trade under the provisions of the Merchant Shipping Act, 1854, and remains still in force, it shall not be requisite for the purposes of the employment of such steamer under the Passengers Acts that she shall be again surveyed in her hull and machinery in order to qualify her for service under the Passengers Act, 1855, and the Acts amending the same; but for the purposes of employment under those Acts such Board of Trade certificate shall be deemed to satisfy the requirements of the Passengers Acts with respect

to such survey, and any further survey of the hull and machinery shall be dispensed with, and so long as a steamship is an emigrant ship, that is, a passenger ship within the meaning of the Passengers Act, 1855, and the Acts amending the same, and the provisions contained in the said Passengers Acts as to the survey of her hull, machinery, and equipments have been complied with, she shall not be subject to the provisions of the Merchant Shipping Act, 1854, with respect to the survey of and certificate for passenger steamers, or to the enactments amending the same.

Provision as to survey of foreign passenger steamer or emigrant ship.—19. Where a foreign ship is a passenger steamer subject to the Merchant Shipping Act, 1854, and the Acts amending the same, or an emigrant ship subject to the Passengers Act, 1855, and the Acts amending the same, and the Board of Trade are satisfied, by the production of a foreign certificate of survey attested by a British consular officer at the port of survey, that such ship has been officially surveyed at a foreign port, and are satisfied that the requirements of the said Acts, or any of them, are proved by such survey to have been substantially complied with, the Board may, if they think fit, dispense with any further survey of the ship in respect of the requirements so complied with, and give or direct one of their officers to give a certificate, which shall have the same effect as if given upon survey under the said Acts or any of them: provided that her Majesty may by Order in Council direct that this section shall not apply in the case of an official survey at any foreign port at which it appears to her Majesty that corresponding provisions are not extended to British ships.

Power to modify Passengers Acts as to food, space, and accommodation in emigrant ships.—20. It shall be lawful for the Board of Trade, if satisfied that the food, space, accommodation, or any other particular or thing provided in an emigrant ship for any class of passengers is superior to the food, space, accommodation, or other particular or thing required by the Passengers Act, 1855, and the Acts amending the same, to exempt such ship from any of the requirements of those Acts with respect to food, space, or accommodation, or other particular or thing, in such manner and upon such conditions as the Board of Trade may think fit.

Provision of signals of distress, inextinguishable lights, and life buoys in passenger steamers and emigrant ships.—21. Every sea-going passenger steamer and every emigrant ship shall be provided to the satisfaction of the Board of Trade—

1. With means for making the signals of distress at night specified in the First Schedule to 'The Merchant Shipping Act, 1878,' or in any rules substituted therefor, including means of making flames on the ship which are inextinguishable in water, or such other means of making signals of distress as the Board of Trade may previously approve; and
2. With a proper supply of lights inextinguishable in water and fitted for attachment to life buoys.

If any such steamer or ship goes to sea from any port of the United Kingdom without being so provided as required by this section, for each default in any of the above requisites the owner shall, if he appears to be in fault, incur a penalty not exceeding 100*l.*, and the master shall, if he appears to be in fault, incur a penalty not exceeding 50*l.*

GRAIN CARGOES.

Stowage of cargo of grain, &c.—22. No cargo of which more than one-third consists of any kind of grain, corn, rice, paddy, pulse, seeds, nuts, or nut kernels, hereinafter referred to as 'grain cargo,' shall be carried on board any British ship, unless such grain cargo be contained in bags, sacks, or barrels, or secured from shifting by boards, bulkheads, or otherwise.

If the managing owner or master of any British ship, or any agent of such owner who is charged with the loading of the ship or the sending her to sea, knowingly allows any grain cargo or part of a grain cargo to be shipped therein for carriage contrary to the provisions of this section, he shall for every such offence incur a penalty not exceeding 300*l.*, to be recovered upon summary conviction.

DECK CARGOES.

Space occupied by the deck cargo to be liable to dues.—23. If any ship, British or foreign, other than home trade ships as defined by the Merchant Shipping Act, 1854, carries as deck cargo, that is to say, in any uncovered space upon deck, or in any covered space not included in the cubical contents forming the ship's registered tonnage, timber, stores, or other goods, all dues payable on the ship's tonnage shall be payable as if there were added to the ship's registered tonnage the tonnage of the space occupied by such goods at the time at which such dues become payable.

The space so occupied shall be deemed to be the space limited by the area occupied by the goods and by straight lines enclosing a rectangular space sufficient to include the goods.

The tonnage of such space shall be ascertained by an officer of the Board of Trade or of Customs, in manner directed by sub-Sec. 4 of Sec. 21 of the Merchant Shipping Act, 1854, and when so ascertained shall be entered by him in the ship's official log book, and also in a memorandum which he shall deliver to the master, and the master shall, when the said dues are demanded, produce such memorandum in like manner as if it were the certificate of registry, or, in the case of a foreign ship, the document equivalent to a certificate of registry, and in default shall be liable to the same penalty as if he had failed to produce the said certificate and document.

Penalty for carrying deck-loads of timber in winter.—24. After November 1, 1876, if a ship, British or foreign, arrives between the last day of October and April 16 in any year at any port in the United Kingdom from any port out of the United Kingdom, carrying as deck cargo, that is to say, in any uncovered space upon deck, or in any covered space not included in the cubical contents forming the ship's registered tonnage, any wood goods coming within the following descriptions; that is to say—

- (a.) Any square, round, waney, or other timber, or any pitch pine, mahogany, oak, teak, or other heavy wood goods whatever; or
- (b.) Any more than five spare spars or store spars, whether or not made, dressed, and finally prepared for use; or
- (c.) Any deals, battens, or other light wood goods of any description to a height exceeding three feet above the deck—

the master of the ship, and also the owner, if he is privy to the offence, shall be liable to a penalty not exceeding 5*l.* for every 100 cubic feet of wood goods carried in contravention of this section, and such penalty may be recovered by action or on indictment or to an amount not exceeding

100L (whatever may be the maximum penalty recoverable) on summary conviction.

Provided that a master or owner shall not be liable to any penalty under this section—

1. In respect of any wood goods which the master has considered it necessary to place or keep on deck during the voyage on account of the springing of any leak, or of any other damage to the ship received or apprehended; or
2. If he proves that the ship sailed from the port at which the wood goods were loaded as deck cargo at such time before the last day of October as allowed a sufficient interval according to the ordinary duration of the voyage for the ship to arrive before that day at the said port in the United Kingdom, but was prevented from so arriving by stress of weather or circumstances beyond his control; or
3. If he proves that the ship sailed from the port at which the wood goods were loaded as deck cargo at such time before April 16 as allowed a reasonable interval according to the ordinary duration of the voyage for the ship to arrive after that day at the said port in the United Kingdom, and by reason of an exceptionally favourable voyage arrived before that day.

Provided further, that nothing in this section shall affect any ship not bound to any port in the United Kingdom which comes into any port of the United Kingdom under stress of weather, or for repairs, or for any other purpose than the delivery of her cargo.

DECK AND LOAD LINES.

Marking of deck-lines.—25. Every British ship (except ships under 80 tons register employed solely in the coasting trade, ships employed solely in fishing, and pleasure yachts) shall be permanently and conspicuously marked with lines of not less than 12 inches in length and 1 inch in breadth, painted longitudinally on each side amidships, or as near thereto as is practicable, and indicating the position of each deck which is above water.

The upper edge of each of these lines shall be level with the upper side of the deck plank next the waterway at the place of marking.

The lines shall be white or yellow on a dark ground, or black on a light ground.

Marking of load-line on foreign-going British ships.—26. With respect to the marking of a load-line on British ships the following provisions shall have effect:—

1. The owner of every British ship (except ships under 80 tons register employed solely in the coasting trade, ships employed solely in fishing, and pleasure yachts) shall, before entering his ship outwards from any port in the United Kingdom upon any voyage for which he is required so to enter her, or, if that is not practicable, as soon after as may be, mark upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc 12 inches in diameter, with a horizontal line 18 inches in length drawn through its centre.
2. The centre of this disc shall indicate the maximum load-line in salt water to which the owner intends to load the ship for that voyage.
3. He shall also, upon so entering her, insert in the form of entry delivered to the collector or other principal officer of Customs a statement

in writing of the distance in feet and inches between the centre of this disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre.

4. If default is made in delivering this statement in the case of any ship, any officer of Customs may refuse to enter the ship outwards.
5. The master of the ship shall enter a copy of this statement in the agreement with the crew before it is signed by any member of the crew, and no superintendent of any mercantile marine office shall proceed with the engagement of the crew until this entry is made.
6. The master of the ship shall also enter a copy of this statement in the official log-book.
7. When a ship has been marked as by this section required, she shall be kept so marked until her next return to a port of discharge in the United Kingdom.

Marking of load-line in case of coasting vessels.

—27. With respect to the marking of a load-line on British ships employed in the coasting trade, the following provisions shall have effect:—

1. The owner of every British ship employed in the coasting trade on the coasts of the United Kingdom (except ships under 80 tons register employed solely in that trade) shall, before proceeding to sea from any port, mark upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc 12 inches in diameter, with a horizontal line 18 inches in length drawn through its centre.
2. The centre of this disc shall indicate the maximum load-line in salt water to which the owner intends to load the ship, until notice is given of an alteration.
3. He shall also once in every 12 months, immediately before the ship proceeds to sea, send or deliver to the collector or other principal officer of Customs of the port of registry of the ship a statement in writing of the distance in feet and inches between the centre of the disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre.
4. The owner, before the ship proceeds to sea after any renewal or alteration of the disc, shall send or deliver to the collector or other principal officer of Customs of the port of registry of the ship notice in writing of such renewal or alteration, together with such statement in writing as before mentioned of the distance between the centre of the disc and the upper edge of each of the deck-lines.
5. If default is made in sending or delivering any notice or statement required by this section to be sent or delivered, the owner shall be liable to a penalty not exceeding 100L.
6. When a ship has been marked as by this section required, she shall be kept so marked until notice is given of an alteration.

Penalty for offences in relation to marks on ships.—28. Any owner or master of a British ship who neglects to cause his ship to be marked as by this Act required, or to keep her so marked, or who allows the ship to be so loaded as to submerge in salt water the centre of the disc, and any person who conceals, removes, alters, defaces, or obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate,

any of the said marks, except in the event of the particulars thereby denoted being lawfully altered, or except for the purpose of escaping capture by an enemy, shall for each offence incur a penalty not exceeding 100*l*.

If any of the marks required by this Act is in any respect inaccurate, so as to be likely to mislead, the owner of the ship shall incur a penalty not exceeding 100*l*.

INVESTIGATIONS INTO SHIPPING CASUALTIES.

Appointment, duties, and powers of wreck commissioners for investigating shipping casualties.—29. For the purpose of rendering investigations into shipping casualties more speedy and effectual it shall be lawful for the Lord Chancellor of Great Britain to appoint from time to time some fit person or persons to be a wreck commissioner or wreck commissioners for the United Kingdom, so that there shall not be more than three such commissioners at any one time, and to remove any such wreck commissioner; and in case it shall become necessary to appoint a wreck commissioner in Ireland the Lord Chancellor of Ireland shall have the appointment and the power of removal of such wreck commissioner.

It shall be the duty of a wreck commissioner, at the request of the Board of Trade, to hold any formal investigation into a loss, abandonment, damage, or casualty (in this Act called a shipping casualty) under the 8th part of the Merchant Shipping Act, 1854, and for that purpose he shall have the same jurisdiction and powers as are thereby conferred on two justices, and all the provisions of the Merchant Shipping Acts, 1854 to 1876, with respect to investigations conducted under the 8th part of the Merchant Shipping Act, 1854, shall apply to investigations held by a wreck commissioner.

Assessors and rules of procedure on formal investigations into shipping casualties.—30. The wreck commissioner, justices, or other authority holding a formal investigation into a shipping casualty shall hold the same with the assistance of an assessor or assessors of nautical engineering or other special skill or knowledge, to be appointed by the commissioner, justices, or authority out of a list of persons for the time being approved for the purpose by a Secretary of State.

The commissioner, justices, or authority, when of opinion that the investigation is likely to involve the cancellation or suspension of the certificate of a master or mate, shall, where practicable, appoint a person having experience in the merchant service to be one of the assessors.

Each assessor shall either sign the report made on the investigation, or report to the Board of Trade his reasons for his dissent therefrom.

The Lord Chancellor of Great Britain may from time to time, with the consent of the Treasury so far as relates to fees, make, and when made revoke, alter, and add to general rules for carrying into effect the enactments relating to formal investigations into shipping casualties, and in particular with respect to the summoning of assessors, the procedure, the parties, the persons allowed to appear, the notice to such parties and persons or to persons affected, and the amount and application of fees.

All such rules, while in force, shall have effect as if enacted in the Act.

Every formal investigation into a shipping casualty shall be conducted in such manner that if a charge is made against any person that person shall have an opportunity of making a defence.

Power for wreck commissioner to institute exami-

nation with respect to ships in distress under 17 § 18 Vict. c. 104, s. 448.—31. A wreck commissioner may, at the request of the Board of Trade, by himself, or by some deputy approved by the Board of Trade, institute the same examination as a receiver of wreck under Sec. 448 of the Merchant Shipping Act, 1854, and shall for that purpose have the powers by that section conferred on a receiver of wreck.

Power to hold enquiries or formal investigations as to stranded and missing ships.—32. In the following cases—

(1.) Whenever any ship on or near the coasts of the United Kingdom or any British ship elsewhere has been stranded or damaged, and any witness is found at any place in the United Kingdom, or

(2.) Whenever a British ship has been lost, or is supposed to have been lost, and any evidence can be obtained in the United Kingdom as to the circumstances under which she proceeded to sea or was last heard of—

the Board of Trade (without prejudice to any other powers) may, if they think fit, cause an enquiry to be made or formal investigation to be held, and all the provisions of the Merchant Shipping Acts, 1854 to 1876, shall apply to any such enquiry or investigation as if it had been made or held under the 8th part of the Merchant Shipping Act, 1854.

Place of investigation.—33. A formal investigation into a shipping casualty may be held at any place appointed in that behalf by the Board of Trade, and all enactments relating to the authority holding the investigation shall, for the purpose of the investigation, have effect as if the place so appointed were a place appointed for the exercise of the ordinary jurisdiction of that authority.

MISCELLANEOUS.

Enforcing detention of ship.—34. Where under the Merchant Shipping Acts, 1854 to 1876, or any of them, a ship is authorised or ordered to be detained, any commissioned officer on full pay in the naval or military service of her Majesty, or any officer of the Board of Trade or Customs, or any British consular officer, may detain the ship, and if the ship after such detention or after service on the master of any notice of or order for such detention proceeds to sea before it is released by competent authority, the master of the ship, and also the owner, and any person who sends the ship to sea, if such owner or person be party or privy to the offence, shall forfeit and pay to her Majesty a penalty not exceeding 100*l*.

Where a ship so proceeding to sea takes to sea when on board thereof in the execution of his duty any officer authorised to detain the ship, or any surveyor or officer of the Board of Trade or Customs, the owner and master of the ship shall each be liable to pay all expenses of and incidental to the officer or surveyor being so taken to sea, and also a penalty not exceeding 100*l*, or, if the offence is not prosecuted in a summary manner, not exceeding 10*l*. for every day until the officer or surveyor returns, or until such time as would enable him after leaving the ship to return to the port from which he is taken, and such expenses may be recovered in like manner as the penalty.

Service of order on master, &c.—35. Where any order, notice, statement, or document requires, for the purpose of any provision of this Act, to be served on the master of a ship, the same shall be served, where there is no master, and the ship is in the United Kingdom, on the managing owner of the ship, or if there is no managing

owner, on some agent of the owner residing in the United Kingdom, or where no such agent is known or can be found, by affixing a copy thereof to the mast of the ship.

Any such order, notice, statement, or document may be served by delivering a copy thereof personally to the person to be served, or by leaving the same at his last place of abode, or in the case of a master by leaving it for him on board the ship with the person being or appearing to be in command or charge of such ship.

Any person who obstructs the service of any order, notice, statement, or document on the master of a ship shall incur a penalty not exceeding 10*l.*, and if the owner or master of the ship is party or privy to such obstruction he shall be guilty of a misdemeanour.

Ship's managing owner or manager to be registered.

—36. The name and address of the managing owner for the time being of every British ship registered at any port or place in the United Kingdom shall be registered at the custom-house of the ship's port of registry.

Where there is not a managing owner there shall be so registered the name of the ship's husband or other person to whom the management of the ship is entrusted by or on behalf of the owner; and any person whose name is so registered shall, for the purposes of the Merchant Shipping Acts, 1854 to 1876, be under the same obligations, and subject to the same liabilities, as if he were the managing owner.

If default is made in complying with this section, the owner shall be liable, or if there be more owners than one each owner shall be liable in proportion to his interest in the ship, to a penalty not exceeding in the whole 100*l.* each time the ship leaves any port in the United Kingdom.

Power for her Majesty by Order in Council to apply certain provisions of Merchant Shipping Acts to foreign ships.

—37. Whenever it has been made to appear to her Majesty that the Government of any foreign State is desirous that any of the provisions of the Merchant Shipping Acts, 1854 to 1876, or of any Act hereafter to be passed amending the same, shall apply to the ships of such State, her Majesty may, by Order in Council, declare that such of the said provisions as are in such Order specified shall (subject to the limitations, if any, contained in the Order) apply, and thereupon, so long as the Order remains in force, such provisions shall apply (subject to the said limitations) to the ships of such State, and to the owners, masters, seamen, and apprentices of such ships, when not locally within the jurisdiction of such State, in the same manner in all respects as if such ships were British ships.

Provision as to Order in Council.—38. Where her Majesty has power under the Merchant Shipping Act, 1854, or any Act passed or hereafter to be passed amending the same, to make an Order in Council, it shall be lawful for her Majesty from time to time to make such Order in Council, and by Order in Council to revoke, alter, or add to any Order so made.

Every such Order in Council shall be published in the *London Gazette*, and shall be laid before both Houses of Parliament within one month after it is made, if Parliament be then sitting, or if not, within one month after the then next meeting of Parliament.

Upon the publication of any such Order in the *London Gazette*, the Order shall, after the date of such publication, or any later date mentioned in the Order, take effect as if enacted by Parliament.

Fees, salaries and costs.—39. On and after January 1, 1877, all fees payable in respect of the

survey or measurement of ships under the Merchant Shipping Acts, 1854 to 1876, or in respect of any services performed by any person employed under the authority of the Passenger Act, 1855, shall continue to be paid to the superintendent of a mercantile marine office at such times and in such manner as the Board of Trade may from time to time direct, but shall be paid into the receipt of her Majesty's Exchequer in such manner as the Treasury from time to time direct, and shall be carried to and form part of the Consolidated Fund of the United Kingdom.

On and after the same day the salaries of all surveyors appointed under the Merchant Shipping Acts, 1854 to 1876, and so much of the expenses connected with the survey and measurement of ships under those Acts, and of the salaries and expenses of persons employed under the Passengers Act, 1855, as has heretofore been paid out of the Mercantile Marine Fund, shall be paid out of moneys provided by Parliament, and the Treasury shall have the like control over such salaries and expenses as has heretofore been vested in the Board of Trade.

There may be paid out of moneys provided by Parliament, to any wreck commissioner, judge of a court of survey, assessor, registrar of a court of survey, detaining officer, scientific referee, and other officer or person appointed under this Act, such salary or remuneration (if any) as the Treasury from time to time direct.

There may be paid out of moneys provided by Parliament all costs and compensation payable by the Board of Trade in pursuance of this Act.

Legal proceedings in case of offences.—40. For the purpose of punishment, jurisdiction, and legal proceedings, an offence under this Act shall be deemed to be an offence under the Merchant Shipping Act, 1854.

Application of Act to Scotland.—41. In the application of this Act to Scotland, the provision with respect to a prosecution not being instituted except by or with the consent of the Board of Trade shall not apply. 'Judge of a county court' shall be deemed to include a sheriff and sheriff substitute, and 'registrar of a county court' shall be deemed to include sheriff clerk, and 'a master of the Supreme Court of Judicature' shall mean the Queen's and Lord Treasurer's Remembrancer.

Application of Act to Ireland.—42. In the application of this Act to Ireland, 'judge of a county court' shall be deemed to include 'chairman of a county' and 'the recorder of any borough'; 'registrar of a county court' shall be deemed to include the clerk of the peace, or registrar, or other person discharging the duties of registrar of the court, of the chairman of a county, or the recorder of a borough; 'stipendiary magistrate' shall be deemed to include any of the justices of the peace in Dublin metropolis and any resident magistrate; and 'a master of the Supreme Court of Judicature' shall mean one of the masters of the Superior Courts of Common Law in Ireland.

Application of Act to Isle of Man.—43. In the application of this Act to the Isle of Man, 'judge of a county court' shall mean the water bailiff; 'stipendiary magistrate' shall mean a high bailiff; 'registrar of a county court' shall mean a clerk to a deemster, or a clerk to justices of the peace; 'a master of the Supreme Court of Judicature' shall mean the clerk of the rolls.

Saving for colonial inland waters.—44. Nothing in this Act shall apply to any vessel employed exclusively in trading or going from place to place in any river or inland water of which the

SHIPPING

whole or part is in any British possession, and the provisions of this Act relating to deck cargo shall not apply to deck cargo carried by a ship while engaged in the coasting trade of any British possession.

REPEAL.

Repeal of Acts.—45. From the commencement of this Act the following Act and portions of Acts are repealed, viz.:—The Merchant Shipping Act, 1854, 17 & 18 Vict. c. 104, sub-section (4) of Sec. 801; so much of Sec. 818 as requires the owner of a ship to transmit the declarations therein mentioned; Sec. 484; Sec. 487 from 'and in case he so requires' inclusive to the end of section; and Sec. 449: the Merchant Shipping Act, 1871, 34 & 35 Vict. c. 110, Sec. 11: the Merchant Shipping Act, 1873, 36 & 37 Vict. c. 85, Secs. 11, 12, 13, and 14: and the entire Merchant Shipping Act, 1875, 38 & 39 Vict. c. 88, in the first part of the schedule hereto: and on and from January 1, 1877, the following Acts, viz.:—The Merchant Shipping Act, 1854, 17 & 18 Vict. c. 104, sub-section (2) of Sec. 418; and the Merchant Shipping Act, 1872, 35 & 36 Vict. c. 78, Sec. 14: provided that any officer appointed in pursuance of any such enactment shall be deemed to have been appointed under this Act, and any Order in Council made in pursuance of any such enactment shall be deemed to have been made under this Act, and this repeal shall not affect—

1. Anything done or suffered under any enactment hereby repealed; nor
2. Any right, power, duty, obligation, or liability acquired, imposed, accrued, or incurred under any enactment hereby repealed; nor
3. Any penalty or punishment incurred in respect of any offence against any enactment hereby repealed; nor
4. Any legal proceeding in respect of any such right, power, duty, obligation, liability, penalty, or punishment, and any such legal proceeding may be carried on as if this Act had not passed.

SHEEP. [See CATTLE AND SHEEP.]

SHIPOWNERS. [See SEAWORTHY.]

SHIPS—SHIPPING.

Account showing the Number and Tonnage of the Registered Merchant Sailing and Steam Vessels which belonged to the Different Divisions of the British Empire in 1875:—

	Vessels	Tonnage
England - - -	19,794	4,692,332
Scotland - - -	5,307	1,177,106
Ireland - - -	1,703	818,545
Total United Kingdom -	24,804	6,687,701
Isle of Man and Channel Islands -	637	64,766
British Possessions -	11,675	1,591,770
Total British Empire -	37,136	7,444,237

Account showing the Number and Tonnage of Merchant Sailing and Steam Vessels which belonged to the undermentioned Countries, &c., in the Years specified opposite each:—

	Vessels	Tonnage
Austria in 1873 - - -	6,648	273,221
Belgium „ 1874 (of 50 tons and upwards) - - -	69	46,139
Bremen „ 1873 - - -	322	174,953
Denmark „ 1873 - - -	2,416	212,640
France „ 1874 - - -	15,559	1,068,031
Greece „ 1869 - - -	5,422	331,011
Hamburg 1874 - - -	417	201,212
Holland „ - - -	1,827	511,980
Italy „ - - -	10,445	1,046,439
Norway „ - - -	7,447	1,245,295
Sweden „ 1873 - - -	3,900	454,511

[See also PASSENGERS, SEAWORTHY.]

SILVER

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SIAM. Under Clause 5 of the Siam Foreign Jurisdiction Order in Council of October 23, 1876, her Majesty's Consul-General at Bangkok is empowered, if he think it expedient, to send for trial in British Burmah any British subject, being a native of British Burmah, who may have committed any crime or offence the cognizance whereof appertains to the Consul. [See also BANGKOK.]

The value of the United Kingdom's exports to and imports from Siam do not exceed 60,000*£* a year.

SILK. In 1875 the quantity of raw silk imported into the United Kingdom (chiefly from China) was 4,487,837 lbs., valued at 8,443,722*£*, as against 5,911,831 lbs. in 1874, valued at 4,966,325*£*, while the value of that exported from the United Kingdom in 1875 was 1,861,201*£*, as against 2,962,796*£* in 1874. The quantity of the silk manufactures the produce of the United Kingdom exported in 1875 was 3,654,660 yards, valued at 1,734,519*£*, as against 4,025,459 yards, worth 2,101,519*£*, exported in 1874.

Account of the Value of the Silk Manufactures of Europe imported into the United Kingdom (chiefly from France and Belgium) in 1861, 1874, and 1875:—

	1861	1874	1875
Broad Stuffs - - -	2,919,276	7,336,556	8,155,120
Ribbons - - -	2,331,563	2,516,223	2,143,786
Other Manufactures - - -	478,006	1,889,487	1,719,426
Total of Silk Manufactures of Europe - - -	5,729,445	11,742,066	12,018,332

SILVER. The most noteworthy circumstance in connection with the precious metals is the late marked depreciation of silver, which has fallen in the London market from 5*s.* 1*d.* per oz. in 1865 to 4*s.* 10½*d.* in 1875, and within the three years ending with 1875 it has fallen more than 4½ per cent. The disastrous effects of this sudden fall in value, especially to many of our fellow-subjects in India, naturally attracted the notice of Parliament, and in March 1876 a Select Committee of the House of Commons (of which Mr. Goschen was chairman) was appointed to enquire into the causes of the depreciation, and its effects on the exchange between India and England. The following are the 'General Summary of the Movements of Silver' and the 'Final Summary' embodied in the Report of the Committee, dated July 5, 1876:—

GENERAL SUMMARY OF THE MOVEMENTS OF SILVER.

'Your Committee have now passed under review the movements of silver in all countries where information was available, with the object of showing which countries have absorbed the large supplies which have been produced during the last four years, or added to the amount produced by the disposal of surplus stocks.

'If the statements made with regard to the separate countries be put together, the general account will be as follows, the figures being mainly derived from official documents, but nevertheless, doubtless, open to much criticism:—

	1872-1875
Total production, 1872-1875 - - -	54,700,000
Sold by Germany and Scandinavian Kingdoms in consequence of changes in the currency, about - - -	8,000,000
Surplus of exports over imports in Italy during 1872 and 1873 - - -	8,000,000
Surplus of exports over imports in Austria during 1872-1875 - - -	4,700,000
	274,700,000

1879-1875	Taken by India	9,100,000
	" France	33,500,000
	" Russia	4,000,000
	" Spain and Portugal	4,000,000
	" England	5,200,000
	" United States	7,600,000
	" Japan and the East	7,500,000
	" The East (other than India, China, and Japan)	5,000,000
		<u>475,700,000</u>

'Your Committee only submit this statement as a general sketch. The investigation is so complicated, and surrounded with so many difficulties, and the statistics so incomplete in many instances, that it is very remarkable that the figures so nearly balance, but they are rather valuable as showing the general tendencies of the market, and the ebb and flow in the movement of silver, than as actual historical data.

'USE OF SILVER FOR PURPOSES OF MANUFACTURE.

'Your Committee, in the course of their enquiry, have had to consider to what extent, if any, the disuse of silver for articles of plate, and the well-known substitution of electro-plated manufactures in their place, might have contributed to the fall in the price of silver. They did not pursue this subject into any detail, as it appeared that the total quantities in question used in Europe were comparatively too small to exercise much influence on the market in comparison with the immense operations connected with the use of silver as a circulating medium. Evidence obtained from the Inland Revenue Office showed the amount of manufactured silver on which duty has been charged over a series of years. Certain articles are excepted, but the details as to the amount of duty levied are a complete indication of the quantity used for plate. An extract from the 13th Report of the Commissioners of Inland Revenue shows on what articles the duty is charged, what are exempted articles, how the duty is raised, and what is the mode of its collection. It will be seen that it is collected at the Assay Offices, which are in the following cities and towns:—London, Birmingham, Sheffield, Exeter, Newcastle, Chester, and York; Edinburgh and Glasgow, and Dublin. In London the work is done by the Goldsmiths' Company. Returns have been received from all the Assay Offices, and also statements from the Inland Revenue, and from the Statistical Department of the Custom House. Mr. Seyd also put in a paper based on official information.

The amount of foreign plate imported is so small as scarcely to merit mention. How far the duty of 1s. 6d. per oz. on silver plate, whether manufactured abroad or at home, interferes with the manufacture is an open question, which your Committee did not pursue. The annual quantity of foreign silver plate imported ranged between 50,000 and 90,000 oz., except in the year 1871, when, in consequence of the war in France, the amount was somewhat increased, and reached 103,000 oz.

'The quantity of silver plate manufactured at home and exported is also very small. The amount on which drawback was allowed in the year 1852 was 150,000 oz.; in the year 1875 it was 120,000 oz. The value of the silver used, taken at 60d., would only be 30,000l., allowing for the fact that the duty is only paid on five-sixths of the weight.

'The amount retained for home use was, in 1852, 725,000 oz.; in 1874, 730,000 oz.; in 1875, 766,000. No change of any moment is apparent in these figures. The use of electro-plate appears to have had but the slightest effect, on the total quantities

of silver plate manufactured, as far as these statistics show.

'And with regard to the total, it will be seen that, taking the gross weight of silver marked at Goldsmiths' Hall and the other assay offices, it does not exceed about 1,800,000 oz.; or at 60d., 825,000l. Taking into account the amount imported, the total does not reach 350,000l. actually retained for use in England. To this, however, it is necessary to add what is used for electro-plating and other manufacture. Mr. Seyd estimates this quantity as under 1,000,000 oz. This amount, calculating on the old value of the metal, viz. 60d. per ounce, on which all the estimates of production and supply have been framed, is 250,000l. The result would accordingly be a total of 600,000l.

'The consumption in France is probably rather larger, as more "solid articles" are used.

'The great consumption of silver plate in the United Kingdom is among the higher classes; but in France, as well as in Germany, it is among the lower classes. The German peasantry, for instance, are in the habit of collecting a certain amount of silver spoons, which they treat as dowries for their daughters.

'It is unfortunately impossible to obtain any trustworthy information on this subject. Mr. Seyd spoke of very exaggerated statements, which had been made elsewhere, with regard to an enormous consumption of silver for manufacturing purposes. Your Committee were inclined to think that he, on the other hand, somewhat under-estimated the amount. If an amount of about 600,000l. be the correct amount for England, the sum of 2,000,000l. per annum for the whole of Europe would appear rather small. In any case there is no appearance of such fluctuations in the quantity as would count for much in the movements of the European markets.

'FINAL SUMMARY.

'To sum up the more striking facts which have been brought before your Committee, the situation at the present moment appears to be this:—

'1. The total annual production of silver has risen to upwards of 14,000,000l., from an average of about 8,000,000l. to 9,000,000l. in 1860.

'2. Of this amount of 14,000,000l., the mines of the United States are estimated to have produced about 7,000,000l., with the prospect of an increase for some years to come. On the other hand, if the price of silver should remain as low as at present, there may be some diminution in the production elsewhere.

'3. Germany has still to dispose of an amount which is certainly not less than 8,000,000l., with the possibility that it may exceed 20,000,000l.; but with the possibility, on the other hand, that a considerably larger sum than the estimated amount may be ultimately required for subsidiary coinage.

'4. The Scandinavian kingdoms have discontinued the use of silver; but the amounts of demonetised silver coin which they have thrown, or can throw, on the market are not important.

'5. Austria has apparently been exchanging silver for gold, the amount of silver held in the Imperial Bank having diminished from 10,000,000l. to 6,600,000l. since 1871.

'6. Italy has been gradually denuded of her silver currency. Since 1865 large amounts have been exported; her forced paper currency has apparently expelled the whole of the metallic currency, of which the silver coins amounted, at the beginning of 1866, to about 17,000,000l.

'7. France, on the other hand, has for some

years past been replenishing her stock of silver, of which during the last four years her imports have exceeded her exports by 33,500,000*l*.

'8. England, Russia, and Spain have each been buyers to the extent of some millions.

'9. Japan and China, and other countries in the East, have absorbed a certain amount.

'10. India still takes silver, but in greatly decreased amounts.

'11. The Home Government has bills to sell to the extent of 15,000,000*l*. per annum, which debtors to India can buy in the place of remitting bullion. This total has been gradually reached, and represents an excess of more than 10,000,000*l*. compared with 20 years ago.

'12. The gross remittances of silver to India during the last four years have been 15,600,000*l*., compared with 28,900,000*l*. in the four previous years.

Legislatively, the position is as follows:—

'Germany is gradually demonetising silver, and looks forward to its use only for subsidiary coinage.

'The United States is carrying out a policy of introducing silver subsidiary coinage in the place of all fractional paper currency now afloat, and of coining full-weighted silver coins, but only on a contracted scale, and only available for legal tender for a limited amount.

'The members of the Latin Union and Holland have adopted an expectant attitude; but meanwhile limit, as far as possible, the coinage of silver.

'No indications are given of any intention on the part of Russia and Austria to pass any laws with regard to their currency.

'The actual facts which have been enumerated speak for themselves, and it will be seen at once which of them are in favour of a rise in the price of silver, and which of them tend in a contrary direction. It is important, too, that the temporary character of some of these facts, and the normal character of others, should be fully taken into account. The surplus stock of Germany will, in all probability, weigh heavily on the market for some time to come; still it is a temporary circumstance. On the other hand, the United States will afford temporary relief to the market by retaining, for her own coinage, considerable amounts of the silver there produced. It is indeed possible, according to the evidence adduced, that the United States will retain as much silver for her new coinage operations as Germany may have to sell as the result of hers.

'The case of France deserves especial attention. The replenishment of her stock of silver can scarcely be regarded as other than a temporary circumstance. During the last four years, out of a total of 76,000,000*l*. of disposable silver, France absorbed 33,500,000*l*. The relief thereby given to the market must have been immense. It is impossible to assume that it can be continued on the same scale. The natural inference to be drawn would be in the opposite direction.

'With regard to India and the East, hitherto the largest consumers of silver, so much must necessarily depend upon the prosperity of the populations, on the abundance of the crops, in fact, on their powers of production, that it is impossible to make any forecast; and as regards actual facts, no more can be stated than that, on the one hand, they have always possessed a very large power of absorbing bullion, while on the other that power has been diminished by the growth of the sums annually payable by India to the Home Government.

'The only facts in any calculation as to the

future which are certain, and appear to be permanent, are the increased total production of silver, and the effect caused by the necessity of the Indian Government to draw annually for a heavy amount. Both are adverse to the future value of silver, as far as they go; but they may be partially counterbalanced by changes in the trade with the East.

'As regards Europe, much must depend upon the action taken by the Governments of the various countries where the question of the currency to be adopted is still unsettled. Your Committee have not considered it to be within the scope of the questions referred to them to make enquiry as to the intentions of these Governments, though many references to their views will be found in the various official documents procured for the Committee by the Foreign Office. Your Committee on this point would simply remark, that it is obvious that, if effect should be given to the policy of substituting gold for silver, wherever it is feasible, and giving gold, for the sake of its advantages in international commerce, the preference even among populations whose habits and customs are in favour of silver, and thus displacing silver from the position (which it has always occupied) of doing the work of the currency over at least as large an area as gold, no possible limits could be assigned to the further fall in its value which would inevitably take place; but your Committee are bound to refrain from giving any opinion on the expediency of such a policy, or the necessity for its adoption.

'In conclusion, your Committee have to observe, that while they have endeavoured to be as precise as possible in their statement of the facts which have been brought to their notice, and to give an explicit answer to the questions referred to them, as to the causes of the present depreciation of silver, they consider that, in view of the many uncertain elements to which they have pointed, and which necessarily enter into every calculation as to the future, they are not authorised to offer any further opinion as to the probable course of the silver market, beyond indicating, as they have endeavoured to do, the various circumstances which have to be taken into account.'

SLAVES AND SLAVE TRADE. The 39 & 40 Vict. c. 46, was passed in 1876 to give additional effect to the Indian Penal Code so far as the following sections thereof are concerned, viz:—

(Sec. 367.) Whoever kidnaps or abducts any person, in order that such person may be subjected or may be so disposed of as to be put in danger of being subjected to grievous hurt, or slavery, or to the unnatural lust of any person, or knowing it to be likely that such person will be so subjected or disposed of, shall be punished with imprisonment of either description for a term which may extend to ten years, and shall also be liable to a fine.

(Sec. 370.) Whoever imports, exports, removes, buys, sells, or disposes of any person as a slave, or accepts, receives, or detains against his will any person as a slave, shall be punished with imprisonment of either description for a term which may extend to seven years, and shall also be liable to a fine.

(Sec. 371.) Whoever habitually imports, exports, removes, buys, sells, traffics, or deals in slaves, shall be punished with transportation for life, or with imprisonment of either description for a term not exceeding ten years, and shall also be liable to a fine.

The Act of 1876 provides that any subject of her Majesty, or of any Prince or State in India in alliance with her Majesty, who shall on the high

seas, or in any part of Asia or Africa, abet the commission of such offences as those above referred to, shall be dealt with as if the same had been committed in any place within British India. The Act confers additional powers on the High Court of India for the purpose of obtaining evidence in regard to such offences, and makes the subjects of certain Indian princes enjoying her Majesty's protection amenable to Orders in Council, saving, however, the legislative powers of the Governor-General of India in Council.

SMUGGLING. The following extracts from the Customs Consolidation Act of 1876, 39 & 40 Vict. c. 36, refer expressly to smuggling, viz. :—

RESTRICTIONS ON SMALL CRAFT AND THE REGULATIONS FOR THE PREVENTION OF SMUGGLING.

Commissioners may make general regulations for vessels and boats not exceeding 100 tons.—The Commissioners of Customs may from time to time, by order under their hands, make such general regulations as they shall deem expedient in respect of vessels and boats not exceeding one hundred tons burden, for the purpose of prescribing, with reference to the tonnage, build, or description of such vessels or boats, the limits within which the same may be employed, the mode of navigation, the manner in which such vessels or boats shall be so employed, and, if armed, the number and description of arms, the quantity of ammunition, and such other terms, particulars, conditions, and restrictions as the said Commissioners may think fit, and also from time to time may revoke, alter, or vary such regulations; and the general regulations made under any former Act, and in force at the time of the passing of this Act, shall remain and continue in force until altered, varied, or revoked. (Sec. 169.)

Vessels and boats used contrary to regulations forfeited.—Every ship or boat which shall be used or employed in any manner contrary to the regulations prescribed by the Commissioners of Customs shall be liable to forfeiture, unless the same shall have been specially licensed by the Commissioners of Customs to be so used or employed, as next hereinafter provided. (Sec. 170.)

Commissioners of Customs may grant special licenses on terms.—The Commissioners of Customs may, if they shall so think fit, grant licenses in respect of any vessels or boats not exceeding one hundred tons burden, upon such terms and conditions and subject to such restrictions and stipulations as in such licenses mentioned, notwithstanding any general regulations made in pursuance of this Act, whether the said regulations shall be revoked or not; and if any vessel or boat so licensed shall not comply with the conditions imposed by or expressed in any such license, or if such vessel or boat shall be found without having such license on board, such vessel or boat shall be forfeited. (Sec. 171.)

Vessels made use of in removal of uncustomed or prohibited goods forfeited.—If any vessel or boat shall be used in the importation, landing, removal, carriage, or conveyance of any uncustomed or prohibited goods, the same shall be forfeited, and the owner and master of every such vessel or boat shall each forfeit and pay a penalty equal to the value of such vessel or boat, not in any case exceeding 500*l.* (Sec. 172.)

Commissioners may revoke licenses.—The Commissioners of Customs may revoke, alter, or vary any license or licenses granted under any former Act, or which may hereafter be granted under this or any other Act relating to the Customs. (Sec. 173.)

SMUGGLING

Regulations to extend to Channel Islands.—All the regulations which shall be so made by the Commissioners of Customs relating to vessels and boats, and the power to grant, revoke, or vary such licenses, shall extend to the Channel Islands. (Sec. 174.)

Boats of vessel to have thereon the name of vessel, port, and master.—The owner of every ship belonging wholly or in part to any of her Majesty's subjects shall paint or cause to be painted upon the outside of the stern of every boat belonging to such ship the name of such ship and the port or place to which she belongs, and the master's name withinside the transom, in white or yellow Roman letters, not less than 2 inches in length, on a black ground, on pain of the forfeiture of every such boat not so marked, wherever the same shall be found. (Sec. 175.)

Boats not belonging to ships to have name of owner and port thereon.—The owner of every vessel or boat, whether decked, partially decked, or open, not being of the burden of 100 tons, and not belonging to any ship, shall paint or cause to be painted upon the outside of the stern of such boat in white or yellow Roman letters, of not less than 2 inches in length, on a black ground, the name of the owner of the boat and the port or place to which she belongs, on pain of the forfeiture of such boat not so marked, wherever the same shall be found. (Sec. 176.)

Goods unshipped without payment of duty and prohibited goods liable to forfeiture.—If any goods liable to the payment of duties shall be unshipped from any ship or boat in the United Kingdom (Customs or other duties not being first paid or secured), or if any prohibited goods whatsoever shall be imported or brought into any part of the United Kingdom; or if any goods shall be removed from any ship, quay, wharf, or other place, previously to the examination thereof by the proper officer of Customs, or being entered to be warehoused shall be carried into the warehouse, unless under the care or authority of such officer and in such manner and by such roads or ways and within such time as he shall direct; or if any goods entered to be warehoused, after the landing thereof, shall be removed or withdrawn from any quay, wharf, or other place in the United Kingdom, so that no sufficient account is taken thereof by the proper officer, or so that the same are not duly warehoused; or if any goods whatever which shall have been warehoused or otherwise secured in the United Kingdom, either for home consumption or exportation, or shall have been delivered from any warehouse or other place without payment of duty for removal to any other warehouse or place, shall be clandestinely or illegally removed from or out of any warehouse or place of security, or shall not be duly delivered at the place at which such goods were destined to be removed; or if any goods which are prohibited to be exported shall be put on board any ship or boat with intent to be laden or shipped for exportation, or shall be brought to any quay, wharf, or other place in the United Kingdom, in order to be put on board any ship for the purpose of being exported; or if any goods which are prohibited to be exported shall be found in any package produced to any officer of Customs as containing goods not so prohibited; or if any goods subject to any duty or restriction in respect of importation, or which are prohibited to be imported into the United Kingdom, shall be found or discovered to have been concealed in any manner on board any ship or boat within the limits of any port of the United Kingdom, or shall be found either before or after landing to

have been concealed in any manner on board any such ship or boat, within such limits as aforesaid; then and in every of the foregoing cases all such goods shall be forfeited, together with any goods which shall be found packed with or used in concealing them. (Sec. 177.)

Restricted goods to be deemed run.—All goods the importation of which is in any way restricted, which are of a description admissible to duty, and which shall be found or seized in the United Kingdom under the Customs Acts, shall, for the purpose of proceeding for the forfeiture of them or for any penalty incurred in respect of them, be deemed and taken to be, on the trial or hearing thereof, goods liable to and unshipped without payment of duties, unless the contrary be proved. (Sec. 178.)

Any vessel or boat arriving within the United Kingdom or the Channel Islands, or within three leagues thereof.—If any ship or boat shall be found or discovered to have been within any port, bay, harbour, river, or creek of the United Kingdom or the Channel Islands, or within three leagues of the coast thereof if belonging wholly or in part to British subjects, or having half the persons on board subjects of her Majesty, or within one league if not British, having false bulkheads, false bows, double sides or bottom, or any secret or disguised place adapted for concealing goods, or any hole, tube, pipe, or device adapted for running goods, or having on board or in any manner attached thereto, or having had on board or in any manner attached thereto, or conveying or having conveyed in any manner any spirits, tobacco, or snuff, in packages of any size and character in which they are prohibited to be imported into the United Kingdom or the Channel Islands, or any spirits or tobacco or snuff imported contrary to the Customs Acts, or any tobacco stalks, tobacco stalk flour, or snuff work, or which shall be found or discovered to have been within three leagues of any part of the coast of the United Kingdom from which any part of the lading of such ship or boat shall be or have been thrown overboard, or on board which any goods shall be or have been staved or destroyed to prevent seizure, every such ship or boat, together with any such spirits, tobacco, or snuff, tobacco stalks, tobacco stalk flour, or snuff work, and all packages, casks, or other vessels containing the same, and everything packed therein, and also any cordage or other articles adapted and prepared for slinging or sinking small casks, or any casks or other vessels whatsoever of less size or content than 20 gallons of the description used for the smuggling of spirits found on board, shall be forfeited; and every person who shall be found or discovered to have been on board any ship or boat liable to forfeiture as aforesaid, within 3 leagues of the coast if a British subject, or within 1 league if a foreigner, or on board any vessel in her Majesty's service, or on board any foreign post office packet employed in carrying mails between any foreign country and the United Kingdom having on board any spirits or tobacco in such packages as aforesaid, or any tobacco stalks, tobacco stalk flour, or snuff work, shall forfeit a sum not exceeding one hundred pounds; and every such person may be detained and taken before any justice, to be dealt with as hereinafter directed; provided that no person shall be detained whilst actually on board any vessel in the service of a foreign State or country. (Sec. 179.)

Ships belonging to her Majesty's subjects, &c., throwing overboard any goods during chase forfeited, and persons escaping deemed British subjects.

—If any ship or boat belonging wholly or in part to her Majesty's subjects, or having one-half of the persons on board subjects of her Majesty, shall not bring to upon signal made by any vessel or boat in her Majesty's service or in the service of the Revenue, by hoisting the proper pendant and ensign, whereupon chase shall be given, and any person on board such ship or boat shall, during chase or before such ship or boat shall bring to, throw overboard any part of her lading, or shall stave or destroy any part thereof to prevent seizure, such ship or boat shall be forfeited; and all persons escaping from any such ship or boat during chase shall be deemed subjects of her Majesty, unless the contrary be proved. (Sec. 180.)

Ships not bringing to when required to, penalty 20l.—If any ship or boat liable to seizure or examination under the Customs Act shall not bring to when required so to do, the master of such ship or boat shall forfeit the sum of 20l.; and on such ship or boat being chased by any vessel or boat in her Majesty's navy, having the proper pendant and ensign of her Majesty's ships hoisted, or by any vessel or boat duly employed for the prevention of smuggling, having a proper pendant and ensign hoisted, it shall be lawful for the captain, master, or other person having the charge or command of such vessel or boat in her Majesty's navy, or employed as aforesaid (first causing a gun to be fired as a signal) to fire at or into such ship or boat, and such captain, master, or other person acting in his aid or by his direction shall be and is hereby indemnified and discharged from any indictment, penalty, action, or other proceeding for so doing. (Sec. 181.)

Ships may be searched within the limits of the ports.—Any officer of Customs or other person duly employed for the prevention of smuggling may go on board any ship or boat which shall be within the limits of any port of the United Kingdom or the Channel Islands, and rummage and search the cabin and all other parts of such ship or boat for prohibited or uncustomed goods, and remain on board such ship or boat so long as she shall continue within the limits of such port. (Sec. 182.)

Ships in port with a cargo, and afterwards found light or in ballast, and cargo unaccounted for, forfeited.—If any ship or boat whatever shall be found within the limits of any port of the United Kingdom with a cargo on board, and such ship or boat shall afterwards be found light or in ballast, and the master is unable to give a due account of the port or place within the United Kingdom where such ship or boat shall have legally discharged her cargo, such ship or boat shall be forfeited. (Sec. 183.)

Persons may be searched if officers have reason to suspect smuggled goods are concealed upon them.—Any officer of Customs or other person duly employed in the prevention of smuggling may search any person on board any ship or boat within the limits of any port in the United Kingdom or the Channel Islands, or any person who shall have landed from any ship or boat, provided such officer or other person duly employed as aforesaid shall have good reason to suppose that such person is carrying or has any uncustomed or prohibited goods about his person; and if any person shall rescue, destroy, or attempt to destroy any goods to prevent seizure, or obstruct any such officer or other person duly employed as aforesaid in going, remaining, or returning from on board, or in searching such ship or boat or person, or otherwise in the execution of his duty, every such person shall forfeit a sum not exceeding 160l. (Sec. 184.)

Persons before search may require to be taken before a justice or officer of Customs.—Before any person shall be searched he may require to be taken with all reasonable despatch before a justice, or before the collector or other superior officer of Customs, who shall, if he see no reasonable cause for search, discharge such person, but if otherwise, direct that he be searched, and if a female she shall not be searched by any other than a female; but if any officer shall without reasonable ground cause any person to be searched, such officer shall forfeit and pay a sum not exceeding 10*l*. If any passenger or other person on board any such ship or boat, or who may have landed from any such ship or boat, shall, upon being questioned by any officer of Customs or other person duly employed for the prevention of smuggling whether he has any foreign goods upon his person, or in his possession, or in his baggage, deny the same, and any such goods shall after such denial be discovered to be or to have been upon his person, or in his possession, or in his baggage, such goods shall be forfeited, and such person shall forfeit 100*l*., or treble the value of such goods, at the election of the Commissioners of Customs. (Sec. 185.)

Illegally importing.—Every person who shall import or bring, or be concerned in importing or bringing into the United Kingdom any prohibited goods or any goods the importation of which is restricted, contrary to such prohibition or restriction, whether the same be unshipped or not; or shall unship, or assist or be otherwise concerned in the unshipping of any goods which are prohibited, or of any goods which are restricted and imported contrary to such restriction, or of any goods liable to duty, the duties for which have not been paid or secured; or shall deliver, remove, or withdraw from any ship, quay, wharf, or other place previous to the examination thereof by the proper officer of Customs, unless under the care or authority of such officer, any goods imported into the United Kingdom or any goods entered to be warehoused after the landing thereof, so that no sufficient account is taken thereof by the proper officer, or so that the same are not duly warehoused; or shall carry into the warehouse any goods entered to be warehoused or to be re-warehoused, except with the authority or under the care of the proper officer of the Customs, and in such manner, by such persons, within such time, and by such roads or ways as such officer shall direct; or shall assist or be otherwise concerned in the illegal removal or withdrawal of any goods from any warehouse or place of security in which they shall have been deposited; or shall knowingly harbour, keep, or conceal, or knowingly permit or suffer, or cause or procure to be harboured, kept, or concealed, any prohibited, restricted, or uncustomed goods, or any goods which shall have been illegally removed without payment of duty from any warehouse or place of security in which they may have been deposited; or shall knowingly acquire possession of any such goods; or shall be in any way knowingly concerned in carrying, removing, depositing, concealing, or in any manner dealing with any such goods with intent to defraud her Majesty of any duties due thereon, or to evade any prohibition or restriction of or applicable to such goods; or shall be in any way knowingly concerned in any fraudulent evasion or attempt at evasion of any duties of Customs, or of the laws and restrictions of the Customs relating to the importation, unshipping, landing, and delivery of goods, or otherwise contrary to the Customs Acts; shall for each such offence forfeit either treble the value of the goods, including the duty payable thereon, or 100*l*., at

the election of the Commissioners of Customs; and the offender may either be detained or proceeded against by summons. (Sec. 186.)

Rescuing goods.—Every person who shall rescue, or endeavour to rescue, any goods seized by any officer of Customs or other person authorised to seize the same, or before or after seizure shall stave, break, or destroy, or endeavour to stave, break, or destroy any goods, to prevent the seizure or the securing thereof by such officer or other person; or shall rescue any person apprehended for any offence punishable by fine or imprisonment under the Customs Acts, or prevent or attempt to prevent his apprehension; or shall assault or obstruct any officer of the army, navy, marines, coastguard, Customs, or other person duly employed for the prevention of smuggling, in the execution of his duty, or in the seizing of any goods liable to forfeiture under the Customs Acts, or shall aid, abet, or assist in committing any of the foregoing offences, shall for each such offence forfeit a penalty of 100*l*. (Sec. 187.)

Penalty for assembling to run goods.—All persons to the number of three or more who shall assemble for or having so assembled shall unship, land, run, carry, convey, or conceal any spirits, tobacco, or prohibited, restricted, or uncustomed goods shall each forfeit a penalty not exceeding 500*l*. nor less than 100*l*. (Sec. 188.)

Procuring or hiring persons to assemble to run goods.—Every person who shall by any means procure or hire, or shall depote or authorise any other person to procure or hire, any person or persons to assemble for the purpose of being concerned in the landing or unshipping, or carrying, conveying, or concealing any goods which are prohibited to be imported, or the duties for which have not been paid or secured, shall be imprisoned for any term not exceeding 12 months; and if any person engaged in the commission of any of the above offences be armed with fire-arms, or other offensive weapons, or whether so armed or not be disguised in any way, or being so armed or disguised shall be found with any goods liable to forfeiture under the Customs Acts within five miles of the sea coast, or of any tidal river, shall be imprisoned with or without hard labour for any term not exceeding 3 years. (Sec. 189.)

*Persons signalling smuggling vessels may be detained and forfeit 100*l*., or be kept to hard labour for 1 year.*—No person shall, after sunset and before sunrise between the 21st day of September and the 1st day of April, or after the hour of 8 in the evening and before the hour of 6 in the morning at any other time of the year, make, aid, or assist in making any signal in or on board or from any ship or boat, or on or from any part of the coast or shore of the United Kingdom, or within six miles of any part of such coast or shore, for the purpose of giving notice to any person on board any smuggling ship or boat, whether any person so on board of such ship or boat be or not within distance to notice any such signal; and if any person, contrary to the Customs Acts, shall make or cause to be made, or aid or assist in making, any such signal, he shall be guilty of a misdemeanor, and may be stopped, arrested, detained, and conveyed before any justice, who, if he see cause, shall commit the offender to the next county gaol, there to remain until delivered by due course of law; and it shall not be necessary to prove on any indictment, or information in such case that any ship or boat was actually on the coast; and the offender, being duly convicted, shall, by order of the court before whom he shall be convicted, either forfeit the penalty of 100*l*., at

or, at the discretion of such court, be committed to a gaol or house of correction, there to be kept to hard labour for any term not exceeding 1 year. (Sec. 190.)

Proof of a signal not being intended on defendant.—If any person be charged with having made or caused to be made, or for aiding or assisting in making, any such signal as aforesaid, the burden of proof that such signal so charged as having been made with intent and for the purpose of giving such notice as aforesaid was not made with such intent and for such purpose shall be upon the defendant against whom such charge is made. (Sec. 191.)

Any person may prevent signals.—Any person whatsoever may prevent any signal being made as aforesaid, and may go upon any lands for that purpose, without being liable to any indictment, suit, or action for the same. (Sec. 192.)

Persons shooting at boats belonging to navy or revenue service, guilty of felony.—If any person shall maliciously shoot at any vessel or boat belonging to her Majesty's navy, or in the service of the revenue, or shall maliciously shoot at, maim, or wound any officer of the army, navy, marines, or coastguard being duly employed in the prevention of smuggling and on full pay, or any officer of Customs or Excise, or any person acting in his aid or assistance, or duly employed for the prevention of smuggling, in the execution of his office or duty, every person so offending, and every person so aiding, abetting, or assisting therein, shall, upon conviction, be adjudged guilty of felony, and shall be liable, at the discretion of the court, to penal servitude for any term not less than 5 years, or to be imprisoned for any term not exceeding 3 years. (Sec. 193.)

Officers may haul their vessels on shore without being liable to suit.—The officer in charge of any vessel or boat employed for the prevention of smuggling or acting in his aid may haul any such vessel or boat upon any part of the coasts of the United Kingdom, or the shores, banks, or beaches of any river, creek, or inlet of the same (not being a garden or pleasure-ground, or place ordinarily used for any bathing-machine or machines), which shall be deemed most convenient for that purpose, and moor any such vessel or boat on such part of the aforesaid coasts, shores, banks, and beaches below high-water mark, and over which the tide flows on ordinary occasions, and to continue such vessel or boat so moored as aforesaid for such time as he shall deem necessary and proper; and such officer, or person aiding him, shall not be liable to any indictment, action, or suit for so doing. (Sec. 194.)

Penalty on persons cutting adrift vessels belonging to the Customs.—Every person who shall cut away, cast adrift, remove, alter, deface, sink, or destroy, or in any other way injure or conceal any vessel, boat, buoy, anchor, chain, rope, or mark in the charge of or used by any person for the prevention of smuggling, or in or for the use of the service of the Customs, shall for every such offence forfeit the sum of 10*l*. (Sec. 195.)

Officers of army, &c., may patrol coasts without being liable to suit.—Any officer of the army, navy, marines, or coast-guard being duly employed for the prevention of smuggling and on full pay, or any officer of Customs, or any person acting in his aid, or duly employed for the prevention of smuggling, when on duty, may patrol upon and pass freely along and over any part of the coasts of the United Kingdom, or any railway, or the shores or banks of any river, creek, or inlet of the same (not being a garden or pleasure-ground); and any such officer or person so patrolling shall

not be liable to any indictment, action, or suit for so doing. (Sec. 196.)

Where persons are taken before justices for offences under the Customs Acts, such justices may order them to be detained or admitted to bail.—

Any person brought before any justice for any offence against the Customs Acts, in respect of which such justice is not empowered to proceed summarily, may by his order be detained in gaol or in the custody of the police or constabulary force a reasonable time to obtain the order of the Commissioners of Customs or Inland Revenue, and to prepare the necessary information and warrant of commitment, and at the expiration of such time to be brought before him or any other justice to hear and determine the matter; or if any information shall have been preferred before any justice against any person for any such offence, and it shall be made to appear to such justice that such person is likely to abscond, such justice may, in lieu of issuing a summons for his appearance, grant his warrant to bring such offender before him or any other justice, at a time and place to be named in such warrant for the hearing of such information, but such person may be liberated, on giving security to the satisfaction of such justice in such sum as he may see fit, to appear at any time and place appointed by such justice for hearing the case. (Sec. 197.)

Persons in her Majesty's service detained to be secured on board until warrant procured.—Where any person, being part of the crew of any ship in her Majesty's employment or service, shall have been detained under the Customs Acts, such person, upon notice thereof to the commanding officer of the ship, shall be placed in security by such commanding officer on board such ship or vessel, until required to be brought before a justice to be dealt with according to law, for which purpose such commanding officer shall deliver him to the detaining officer. (Sec. 198.)

Any person escaping may afterwards be detained.—If any person liable to be detained under the Customs Acts shall not be detained at the time of committing the offence, or being detained shall escape, he may afterwards be detained at any place in the United Kingdom within three years from the time such offence was committed, and if detained may be taken before any justice to be dealt with as if he had been detained at the time of committing such offence, or if not so detained may be proceeded against by information and summons. (Sec. 199.)

Only officers to take up spirits in casks sunk or floating upon the sea, and persons giving information may be rewarded.—If any person not being an officer of the navy, Customs, or Excise shall intermeddle with or take up any spirits being in casks of less content than 20 gallons found floating upon or sunk in the sea, such spirits shall be forfeited, together with any vessel or boat in which they may be found; but if any person shall give information to any such officer so that seizure of such spirits may be made, he shall be entitled to such reward as the Commissioners of Customs may direct. (Sec. 200.)

Penalty for offering goods for sale on pretence of being smuggled.—If any person shall offer for sale any goods under pretence that the same are prohibited, or have been unshipped and run ashore without payment of duties, all such goods (although not liable to any duties, or prohibited) shall be forfeited, and every person so offering the same for sale shall forfeit treble the value of such goods. (Sec. 201.)

Ships, &c., used in the removal of raw goods to be forfeited.—All ships, boats, carriages, or other

conveyances, together with all horses and other animals and things made use of in the importation, landing, removal, or conveyance of any uncustomed, prohibited, restricted, or other goods liable to forfeiture under the Customs Acts shall be forfeited, and all ships, boats, goods, carriages, or other conveyances, together with all horses and other animals and things liable to forfeiture, and all persons liable to be detained for any offence under the Customs Acts, or any other Act whereby officers of Customs are authorised to seize or detain persons, goods, or other things, shall or may be seized or detained in any place either upon land or water by any of the following persons, being duly employed for the prevention of smuggling, that is to say, any officer of her Majesty's army, navy, marines, coast-guard, Customs, or Excise, or by any person having authority from the Commissioners of Customs or Inland Revenue to seize, or by any constable or police officer of any county, city, or borough in the United Kingdom so employed with the sanction of the magistrates having jurisdiction therein, or under or by virtue of any Act in relation thereto; and all ships, boats, goods, carriages, or other conveyances, together with all horses and other animals and things so seized, shall forthwith be delivered into the care of the collector or other proper officer of Customs at the nearest Custom-house; and the forfeiture of any ship, boat, carriage, animal, or other things shall be deemed to include the tackle, apparel, and furniture thereof, and the forfeiture of any goods shall be deemed to include the package in which the same are found and all the contents thereof. (Sec. 202.)

Officers of Customs may on probable cause stop carts, &c., and search for goods.—Any officers of Customs, Excise, coast-guard, constabulary, police, or other person duly employed for the prevention of smuggling, may upon reasonable suspicion or probable cause stop and examine any cart, waggon, or other conveyance, to ascertain whether any smuggled goods are contained therein; and if none shall be found the officer or other person shall not on account of such stoppage and examination be liable to any prosecution or action at law on account thereof, and any person driving or conducting such cart, waggon, or other conveyance refusing to stop or allow such examination when required in the Queen's name, shall forfeit not less than 20*l.* nor more than 100*l.* (Sec. 203.)

Officers authorised by writ of assistance or warrant may search houses for uncustomed or prohibited goods.—All writs of assistance issued from the Court of Exchequer or other proper court shall continue in force during the reign for which they were granted and for 6 months afterwards; and any officer of Customs or person acting under the direction of the Commissioners of Customs having such writ of assistance or any warrant issued by a justice of the peace may, in the daytime, enter into and search any house, shop, cellar, warehouse, room, or other place, and in case of resistance, break open doors, chests, trunks, and other packages, and seize and bring away any uncustomed or prohibited goods, and put and secure the same in the Queen's warehouse, and may take with him any constable or police officer, who may act as well without as within the limits of the district or place for which he shall have been sworn or appointed. (Sec. 204.)

Officers may search premises by warrant granted on reasonable cause shown.—If any officer of Customs shall have reasonable cause to suspect that any uncustomed or prohibited goods are harboured, kept, or concealed in any house or other

place either in the United Kingdom or the Channel Islands, and it shall be made to appear by information on oath before any justice of the peace in the United Kingdom or the Channel Islands, it shall be lawful for such justice, by special warrant under his hand, to authorise such officer to enter and search such house or other place, and to seize and carry away any such uncustomed or prohibited goods as may be found therein; and it shall be lawful for such officer, and he is hereby authorised, in case of resistance, to break open any door, and to force and remove any other impediment or obstruction to such entry, search, or seizure as aforesaid; and such officer may if he see fit avail himself of the service of any constable or police officer to aid and assist in the execution of such warrant, and any constable or other police officer is hereby required when so called upon to aid and assist accordingly. (Sec. 205.)

Goods stopped by police officers may be retained until trial of persons charged with stealing them.—If any such goods liable to duties of Customs, or prohibited to be imported, or in any way restricted, shall be stopped or taken by any police officer on suspicion that the same had been feloniously stolen, he may carry the same to the police office to which the defender if detained is taken, there to remain until and in order to be produced at the trial of such offender, and in such case the officer is required to give notice in writing to the Commissioners of Customs of such stoppage or detention, with the particulars of the goods, but immediately after such stoppage if the offender be not detained, or if detained immediately after the trial of such offender, such officer shall convey to and deposit the goods in the nearest Customs warehouse, to be proceeded against according to law; and if any police officer so detaining any such goods shall neglect to convey the same to such warehouse, or to give the notice hereinbefore prescribed, he shall forfeit a sum not exceeding 20*l.* (Sec. 206.)

Notice to be given by seizing officer to owner of ships or goods seized, and seizures to be claimed within 1 month.—Whenever any seizure shall be made, unless in the possession or in the presence of the offender, master, or owner as forfeited under the Customs Acts or under any Act by which Customs officers are empowered to make seizures, the seizing officer shall give notice in writing of such seizure and of the grounds thereof to the master or owner of the things seized, if known, either by delivering the same to him personally or by letter addressed to him and transmitted by post to or delivered at his last known place of abode or business, if known; and all seizures made under the Customs Acts or under any Act by which Customs officers are empowered to make seizures shall be deemed and taken to be condemned, and may be sold or otherwise disposed of in such manner as the Commissioners of Customs may direct, unless the person from whom such seizure shall have been made, or the master or owner thereof, or some person authorised by him, shall, within one calendar month from the day of seizure, give notice in writing, if in London, to the person seizing the same, or to the secretary or solicitor for the Customs, and if elsewhere, to the person seizing the same, or to the collector or other chief officer of the Customs at the nearest port, that he claims the things so seized or intends to claim them, whereupon proceedings shall be taken for the forfeiture and condemnation thereof either by information filed in the Exchequer Division of the High Court of Justice in England on the Revenue side, or exhibited before any justice of the peace; but

if any things so seized shall be of a perishable nature, or consist of horses or other animals, the same may by direction of the Commissioners of Customs be sold, and the proceeds thereof retained to abide the result of any claim that may legally be made in respect thereof. (Sec. 207.)

Seizures may be disposed of as Commissioners of Customs direct.—All seizures whatsoever which shall have been made and condemned under the Customs Acts or any other Act by which seizures are authorised to be made by officers of Customs shall be disposed of in such a manner as the Commissioners of Customs may direct. (Sec. 208.)

Seizures may be restored and punishments mitigated.—When any seizure shall have been made, or any fine or penalty incurred or inflicted, or any person committed to prison for any offence under the Customs Acts, the Commissioners of the Treasury or Customs may direct the restoration of such seizure, whether condemnation shall have taken place or not, or waive proceedings, or mitigate or remit such fine or penalty, or release from confinement either before or after conviction such person on any terms and conditions as they shall see fit. (Sec. 209.)

AS TO COMPENSATION AND REWARDS.

Officers wounded to be provided for, &c.—If any officer or seaman employed in the service of the Customs or Inland Revenue shall be killed, maimed, wounded, or in any way injured in the due execution of his office, or if any person acting in his aid or duly employed for the prevention of smuggling shall be so killed, maimed, wounded, or in any way injured while so aiding such officer or seaman or so employed, the Commissioners of Customs or Inland Revenue respectively may, with the sanction of the Commissioners of the Treasury, make such provision for such officer or person, or for the widows and families of such as shall be killed, as they may see fit. (Sec. 210.)

Rewards for detaining smugglers.—The Commissioners of Customs may award to any officer or any person detaining any person liable to detention under the Customs Acts, if convicted, such reward as they may think fit, not exceeding the sum of 20*l.* for each person. (Sec. 211.)

Rewards out of penalties.—The Commissioners of Customs may order such reward as they see fit out of any pecuniary penalty or composition to any officer or other person by whose means the same is recovered. (Sec. 212.)

Rewards to officers making seizures.—The Commissioners of Customs may order to be paid in respect of any seizure made under the Customs Acts, to the person or persons making the same, such rewards as they may see fit, not exceeding the value of the goods or things so seized, and for this purpose the value of spirits and tobacco seized as aforesaid shall be deemed and taken to be such as the Lords of the Treasury or the Commissioners of Customs may think fit. (Sec. 213.)

How value is to be ascertained.—In all cases where any penalty the amount of which is to be determined by the value of any goods is directed to be sued for under any Act relating to the Customs or Excise, such value shall, as regards proceedings in any court or before justices, be estimated and taken according to the rate and price for which goods of the like kind but of the best quality upon which the duties of importation shall have been paid were sold at or about the time of the offence, or according to the rate and price for which the like sort of goods were sold in bond at or about the time of the offence, with the

duties due thereon added to such rate or price in bond, except as to tobacco stalks, tobacco stalk flour, and stalk-work, or any tobacco of a kind prohibited to be imported, the value of which shall, for the purpose of any suit or proceeding under this or any Act relating to the Customs, be estimated at the market price of the best sort of tobacco, with the highest rate of duty then chargeable on the importation of manufactured tobacco added thereto. (Sec. 214.)

All rewards and seizures payable to officers of army, navy, or marines to be regulated by Order in Council.—Every reward or share of any seizure or of the value thereof payable to any officer or officers, non-commissioned officers, petty officers, seamen, or privates of her Majesty's army, navy, or marines, or acting under the orders of the Lord High Admiral or Commissioners of the Admiralty, shall be divided and distributed in such proportions, and according to such rules, regulations, and orders, as her Majesty shall by her Order or Orders in Council or by her Royal Proclamation in that behalf be pleased to direct and appoint. (Sec. 215.)

Commissioners may distribute officers' shares of seizure so as to reward persons not actually present.—The Commissioners of Customs or Inland Revenue respectively may, in case of any seizure of ships, boats, or goods, or of the apprehension of any parties, under this or any other Act relating to the Customs, direct the distribution of the seizer's share of such ships, boats, or goods, or of any penalties or rewards that may be recovered on account of any seizure so that any other person through whose information or means such seizure shall have been made or penalty recovered or party apprehended, and who may by them be deemed to be so entitled, may participate in such proportions as the said Commissioners shall respectively deem expedient. (Sec. 216.)

AS TO COLLUSIVE SEIZURES.

Penalty on officers and persons making collusive seizures, or taking bribes, and on persons offering them.—If any officer of Customs or other person duly employed for the prevention of smuggling shall make any collusive seizure, or deliver up, or make any agreement to deliver up or not to seize any vessel or boat or any goods liable to forfeiture, or shall take any bribe, gratuity, recompense, or reward for the neglect or non-performance of his duty, or conspire or connive with any person to import or to bring into the United Kingdom or the Channel Islands, or any of the British Possessions abroad, or be in any way concerned in the importation or bringing into the United Kingdom, or the said islands or possessions, of any goods prohibited to be imported or liable to duties of Customs, for the purpose of seizing any ship, boat, or goods, and obtaining any reward for such seizure or otherwise, every such officer or other person shall forfeit for every such offence the sum of 500*l.*, and be rendered incapable of serving her Majesty in any office, either civil, naval, or military; and every person who shall give or offer, or promise to give or procure to be given, any bribe, recompense, or reward to, or shall make any collusive agreement with, any such officer or person as aforesaid to induce him in any way to neglect his duty, or to do, conceal, or connive at any act whereby any of the provisions of any Act of Parliament relating to the Customs may be evaded, shall forfeit the sum of 200*l.* (Sec. 217.)

SMYRNA. It would appear from Consul Cumberbatch's Report on the trade of Smyrna for

1875, that the imports and exports for this year were less in value than those of the previous year to the extent of 1,050,600*l.*, though the tonnage of the vessels entering the port in 1875, viz. 775,445 tons, was greater by 81,492 tons than in 1874.

The value of the imports in 1875 was 8,488,400*l.*, the more important articles being cotton goods and other manufactures, glass, hardware, iron nails, timber, &c. The value of the exports from Smyrna in 1875 was 3,896,000*l.*, the chief items being valonea, cotton, opium, and raisins, figs, &c. Of the 1,217 vessels, of 775,445 tons, which entered the port, 174, of 165,558 tons, with crews numbering 5,051 and cargoes of the value of 955,500*l.*, were British, and of the 1,202 ships, of 772,748 tons, which cleared in 1875, 176 vessels, of 166,171 tons, with crews numbering 5,081 and cargoes of the value of 2,068,600*l.*, were British. Increased railway communication with the interior is being secured for this port, but the unfinished condition of the quay is much complained of.

SOUTHAMPTON. The value of the exports from Southampton of the produce of the United Kingdom in 1875 (the most important items being cotton goods, haberdashery, leather, iron, woollen and silk goods, and books) was 8,652,983*l.*, as against 9,896,967*l.* in 1874. Again, in 1875, the following were the quantities of some of her chief imports:—

Eggs	-	great hundred	2,874,933
Wool	-	lbs.	22,230,775
Skins (sheep and lambs)	-	number	1,048,415
Hides	-	-	138,456
Butter	-	cwt.	427,310
Silk (manufacturer's value)	-	-	472,887

There entered at this port in 1875 from foreign countries, British possessions, and coastwise 7,966 vessels, of 1,108,376 tons. The Customs duties collected at Southampton in 1875 amounted to 69,883*l.*, as against 87,928*l.* in 1874, the diminution being attributable partly to the repeal of the sugar duties and partly to the reduced importation of tobacco.

SPAIN. The following translation of a Royal Spanish Order of May 4, 1876, respecting the tonnage measurement of coal-laden vessels in Spain was issued by the Board of Trade on June 15, 1876, and published in the *London Gazette*:—

‘1. That the captains of vessels laden with coals shall come provided with a certificate from the consul of Spain at the starting-point, to be issued on presentation of the certificates of freight (*polizas de fletamiento*) and setting forth the quantity of fuel which they carry; the said document to serve as a basis for effecting the Customs operations without prejudice to the verifications which may be made by the Custom-houses in cases of doubt.

‘2. That the Customs operations now awaiting decision be carried out by taking the quantity which may have been declared by the consignees if they present the consular certificate proving that to be the quantity which the vessel received at the port of loading.

‘And 3. That information of the decision be given to our consuls causing them to understand the importance which will be attached to the document which they are to issue, and pressing them to show zeal for the best defence of fiscal interests.’

[See BARCELONA, MALAGA, MANILA, AND PORTO RICO.]

SPIRITS. The total quantity of British spirits exported in 1875 as merchandise, and exclusive of ships' stores, was 1,096,544 gallons, valued at 274,497*l.*, as against 1,213,162 gallons in 1874, worth 152,468*l.*, and the total quantity of

foreign and colonial spirits exported in 1875 was 3,130,465 gallons, valued at 659,445*l.*, as against 3,480,774 gallons in 1874, worth 702,795*l.*

The gross amount of Customs duties on foreign and colonial spirits (after deducting repayments and drawbacks) was, in the year ended March 31, 1876, 6,141,386*l.*, as against 5,718,957*l.* in the previous official year. The net receipt of Customs duties on spirits in 1875 was 6,105,704*l.*, as against 5,506,461*l.* in 1874. The amount of Excise duty on spirits in the year ended March 31, 1875, was 14,895,769*l.* on 30,644,750 gallons, as against 14,639,562*l.* on 30,112,579 gallons in the previous official year. [See also CUSTOMS.]

STEARINE. [See TALLOW.]

STEEL. [See IRON.]

SUEZ CANAL. As the Suez Canal Act of 1876, 39 and 40 Vict. c. 67, is short, and embodies the agreement between the British Government and the Khedive for the purchase of his shares in the Suez Canal, it is annexed without material abbreviation:—

‘Whereas on the 25th of November, 1875, an Agreement was entered into on behalf of her Majesty the Queen on the one part, and of his Highness the Khedive of Egypt on the other part, for the purchase, on the terms therein mentioned, of shares held by his Highness the Khedive in the capital of the Universal Company of the Maritime Canal of Suez, which Agreement was in the words and figures following:—

‘Agreement entered into this 25th day of November, in the year of our Lord 1875, between Major-General Edward Stanton, C.B., her Britannic Majesty's Agent and Consul-General in Egypt, acting on behalf of her Britannic Majesty's Government on the one part, and his Excellency Ismail Sadek Pasha, Egyptian Minister of Finance, acting on behalf of his Highness the Khedive of Egypt, on the other part.

‘Whereas his Highness the Khedive has proposed to sell to her Britannic Majesty's Government the whole of his shares in the Suez Canal Company, and whereas her Britannic Majesty's Government has proposed to purchase from his Highness the Khedive 177,642 shares in the said Suez Canal Company, for the sum of 4,000,000*l.* sterling:

‘Now it is hereby witnessed that his Highness the Khedive agrees to sell to her Britannic Majesty's Government the whole of his shares in the Suez Canal Company, being to the number of 176,602 shares, not, as supposed by her Britannic Majesty's Government, 177,642 shares; and her Britannic Majesty's Government agrees to purchase the same for the sum of 4,000,000*l.* sterling, less the proportionate value of the 1,040 shares, the difference between 177,642 and 176,602, and her Britannic Majesty's Government agrees to recommend to Parliament to sanction the contract.

‘Her Britannic Majesty's Government undertakes that on the 1st of December next, on the deposit of the shares in the hands of her Majesty's Agent and Consul-General in Egypt, the sum of 1,000,000*l.* sterling shall be held at the disposal of the Egyptian Government, in the hands of Messrs. N. de Rothschild and Sons of London; and that the remaining 3,000,000*l.* sterling, less the amount to be deducted for the value of the 1,040 shares above mentioned, shall be provided in the months of December and January next, as may be arranged between the Egyptian Government and Messrs. Rothschild and Sons.

‘The Egyptian Government undertakes to pay to her Britannic Majesty's Government interest at the rate of 5 per cent. per annum on the whole

amount of the purchase money of the said 176,602 shares, in equal half-yearly payments,—the said payments to be made in London on the 1st of June and the 1st of December in each year, until such time as the coupons of the said shares shall be liberated from the engagement now existing with the Suez Canal Company; and the Egyptian Government further engages that the amount of the said interest shall be charged on the revenues of Egypt.

'In witness whereof we have this day affixed our signatures and official seals.

(Signed) EDWD. STANTON. (L.S.)

(Sealed) ISMAIL SADEK.

'And whereas on the 23rd of February, 1876, the House of Commons resolved that a sum not exceeding 4,080,000*l.* be granted to her Majesty, to enable her Majesty to pay the purchase money of the shares which belonged to the Khedive of Egypt in the Suez Canal, and the expenses attendant thereon, which will come in course of payment during the year ending on the 31st of March, 1876:

'And whereas by the Exchequer Bonds Act, 1876, the Commissioners of her Majesty's Treasury are empowered within one month after the 31st of March, 1876, to raise money not exceeding 4,080,000*l.* by the issue of Exchequer bonds at interest:

'And whereas it is expedient that provision be made respecting the custody and disposal of the shares aforesaid, and the receipt and application of money to accrue under the said agreement and on those shares, and for other purposes relating thereto:

'Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

'1. The Commissioners of her Majesty's Treasury shall receive and hold, and may use, the shares aforesaid, on behalf of her Majesty the Queen, her heirs and successors, on trust for public purposes.

'2. All money received under the recited Agreement, or in respect of the shares aforesaid, shall be paid into the receipt of her Majesty's Exchequer, and be carried to the Consolidated Fund of the United Kingdom.

'3. The Commissioners of her Majesty's Treasury shall cause to be laid before both Houses of Parliament, within three months after the 31st of March in every year, accounts showing the sums received under the recited Agreement, or in respect of the shares aforesaid, and the charge within the year for principal of and interest on the money raised in respect of the purchase of the shares aforesaid, and the amount of principal money still outstanding.

'4. This Act may be cited as The Suez Canal (Shares) Act, 1876.'

SUEZ. Mr. Consul West, in his Report on the trade of the port of Suez, gives the following information in regard to the steadily increasing traffic through the canal during the 8 years ending with 1875:—

Year	Number of Vessels entering the Canal	Tonnage	Increase over previous Year	
			Vessels	Tonnage
1873	1,172	2,095,074	—	—
1874	1,261	2,128,505	92	343,533
1875	1,494	2,940,708	230	812,103

SUGAR. The total quantity of sugar imported into the United Kingdom in 1875 (chiefly

from the West Indies, Brazil, and France) was 19,898,897 cwts., valued at 21,968,752*l.*, as against 17,185,999 cwts., worth 20,191,471*l.*, in 1874. There were imported into the United Kingdom in 1875 no less than 1,919,114 cwts. of refined sugar from France alone, valued at 2,918,854*l.*, but it is to be hoped she may be induced to abandon her system of bounties which enables her refiners to compete unfairly with our own manufacturers in this country. The export of refined sugar of the produce of the United Kingdom was, in 1875, 972,258 cwts., worth 1,149,879*l.*, and of foreign and colonial sugar of all sorts 888,026 cwts., valued at 1,032,086*l.*

SUNDERLAND. In 1875 there entered this port from foreign countries and British possessions and coastwise 9,087 vessels, of 2,150,807 tons, and 9,102 vessels, of 2,242,924 tons, cleared in the same year. The Customs duties collected at Sunderland in 1875 amounted to 107,500*l.*, as against 115,177*l.* in 1874, showing a decrease of 7,677*l.*

SWANSEA. The value of the exports from Swansea of the produce of the United Kingdom in 1875 (chiefly coals, iron, and copper) was 862,446*l.* The chief imports here in 1875 were potatoes, wood and timber, and wine and brandy. There entered at this port in 1875 from foreign countries, British possessions, and coastwise 8,144 vessels, of 1,018,382 tons. The Customs duties collected here in 1875 amounted to 12,400*l.*, as against 12,978*l.* in 1874.

SWATOW. [See CHINA.]

SWEDEN. The total value of the imports into the United Kingdom from Sweden in 1875 was 6,762,538*l.*, as against 8,488,552*l.* in the previous year; and the total value of the exports from the United Kingdom to Sweden in 1875 was 4,190,075*l.*, as against 4,640,299*l.* in 1874. Of these exports in 1875, 2,801,008*l.* was the value of the produce of the United Kingdom, while this portion of the exports in 1874 was valued at 3,390,850*l.* [See also GOTTENBURG AND NORWAY.]

TAIWAN. [See CHINA.]

TALLOW. The quantity of tallow and stearine imported into the United Kingdom in 1875, chiefly from America and Australia, was 967,896 cwts., valued at 2,045,863*l.*, as against 1,155,243 cwts., worth 2,331,479*l.*, in 1874.

TAMSIN. [See CHINA.]

TARIFF. The Customs Duties Consolidation Act of 1876, or Customs Tariff Act (39 & 40 Vict. c. 85), enacts that the duties and drawbacks of Customs included in the annexed table shall be paid and allowed instead of all others.

TABLE OF DUTIES OF CUSTOMS.

Beer and ale, viz.—	£ s. d.		
	£	s.	d.
Mum, the barrel of 36 gallons	1	1	0
Spruce, the worts of which were, before fermentation, of a specific gravity not exceeding one thousand one hundred and ninety degrees, the barrel of 36 gallons	1	1	0
Exceeding one thousand one hundred and ninety degrees, the barrel of 36 gallons	1	4	0
Of other sorts, viz.—			
Beer, the worts of which were, before fermentation, of a specific gravity not exceeding one thousand and sixty-five degrees, the barrel of 36 gallons	0	8	0
Exceeding one thousand and sixty-five degrees and not exceeding one thousand and ninety degrees, the barrel of 36 gallons	0	11	0
Exceeding one thousand and ninety degrees, the barrel of 36 gallons	0	16	0
And in charging the above rates of duty upon the importation of beer, the specific gravity of the worts from which the same was made shall be ascertained and determined in the manner prescribed by the sixteenth section of the Act of the nineteenth and twentieth Victoria, chapter thirty-four, for ascertaining and determining the rates of drawbacks on the exportation of beer.			
Cards, playing, the dozen packs	0	3	9
Chicory or any other vegetable matter applicable to the uses of chicory or coffee			
Raw or kiln-dried	the cwt.	0	15
Roasted or ground	the lb.	0	0
Chloroform	the lb.	0	5

		£	s.	d.
Chloral hydrate	- the lb.	0	1	3
Cocoa	- the lb.	0	0	1
Shells and shells	- the cwt.	0	2	0
Paste or chocolate	- the lb.	0	0	2
Coffee	- the cwt.	0	14	0
Kiln-dried, roasted, or ground	- the lb.	0	0	2
A drawback shall be allowed on all roasted coffee exported as ship's stores, equal in amount to the import duty on raw coffee.				
Caladon	- the gallon	1	4	0
Currents	- the cwt.	0	7	0
Essence of spruce	- for every 1004. value	10	0	0
Ether, sulphuric	- the gallon	1	5	0
Ethyl, iodide of	- the gallon	0	15	0
Fig	- the cwt.	0	7	0
Fig cake	- the cwt.	0	7	0
Malt, not being essences and extracts thereof	- the quarter	1	4	0
Naphtha, or methylic alcohol purified. See Spirits.				
Plata, viz.—				
Of gold	- the ounce troy	0	17	0
Of silver, gilt or ungilt	- the ounce troy	0	1	6
Plums, commonly called French plums and prunellae	- the cwt.	0	7	0
Dried or preserved (except in sugar) not otherwise described	- the cwt.	0	7	0
Prunes	- the cwt.	0	7	0
Raisins	- the cwt.	0	7	0
Spirits or strong waters, not being sweetened or mixed with any article so that the degree of strength thereof cannot be ascertained by Sykes' hydrometer, for every gallon of the strength of proof by such hydrometer, and so in proportion for any greater or less strength than the strength of proof, and for any greater or less quantity than a gallon, viz.—				
Brandy	- the gallon	0	10	5
Geneva	- the gallon	0	10	5
Naphtha or methylic alcohol purified	- the gallon	0	10	5
Rum of and from any foreign country being the country of its production	- the gallon	0	10	2
Rum from any country not being the country of its production	- the gallon	0	10	5
Tafia of and from any colony of France	- the gallon	0	10	2
Rum and spirits of and from any British possession	- the gallon	0	10	2
Unenumerated	- the gallon	0	10	5
Other spirits, being sweetened or mixed so that the degree of strength cannot be ascertained as aforesaid, viz.—				
Rum shrub, liqueurs and cordials of and from any British possession	- the gallon	0	10	2
Perfumed spirits and Cologne water	- the gallon	0	16	6
Unenumerated	- the gallon	0	14	0
Varnish, containing any quantity of alcohol or spirit	- the gallon	0	12	0
Spirits or strong waters imported into the United Kingdom mixed with any ingredient, and although thereby coming under some other designation except varnish, shall nevertheless be deemed to be spirits or strong waters, and be subject to duty as such.				
Tes, until the 1st day of August, 1877	- the lb.	0	0	6
Tobacco, manufactured, viz.—				
Segars	- the lb.	0	5	0
Cavendish or Negrohead	- the lb.	0	4	6
Snuff, containing more than 15 lbs. of moisture in every 100 lbs. weight thereof	- the lb.	0	3	9
Snuff, not containing more than 15 lbs. of moisture in every 100 lbs. weight thereof	- the lb.	0	4	6
Being Cavendish or Negrohead manufactured in bond	- the lb.	0	4	0
Other manufactured tobacco	- the lb.	0	4	0
Tobacco, unmanufactured, viz.—				
Containing 10 lbs. or more of moisture in every 100 lbs. weight thereof	- the lb.	0	3	0
(with 5 per cent. thereon.)				
Containing less than 10 lbs. of moisture in every 100 lbs. weight thereof	- the lb.	0	3	6
Provided that no tobacco packed and prized shall, on the importation thereof, be examined as to the quantity of moisture contained therein except by special order of the Commissioners of Customs, and unmanufactured tobacco shall on the entry thereof be distinguished as stemmed or unstemmed, as the case may be.				
Varnish. See Spirits.				
Vinegar	- the gallon	0	0	3
Pickles, preserved in	- the gallon	0	0	1
Wine, viz.—				
Containing less than the following rates of Proof Spirit verified by Sykes' Hydrometer, viz.—				
86 Degrees				
42 Degrees				
Red wine, the gallon	- 0 1 0	0	2	6
White wine	- 0 1 0	0	2	6
Less of such wine	- 0 1 0	0	2	6

And for every degree of strength beyond the highest above specified, an additional duty of threepence per gallon. Ten per cent. of proof spirit may be used in the fortifying of any wine in bond, provided that the wine so fortified be not thereby raised to a greater degree of strength than forty per cent. of such proof spirit, if for home consumption.

Goods not prohibited to be imported into or used in Great Britain or Ireland, composed of any article liable to duty as a part or ingredient thereof, shall be chargeable with the full duty payable on such article, or if composed of more than one article liable to duty, then with the full duty payable on the article charged with the highest rate of duty.

Upon the importation into Great Britain and Ireland of any articles in the manufacture of which spirit is used, there shall be charged in respect of such quantity of spirit as shall appear to the satisfaction of the Treasury to be used in the manufacture of such articles, a duty equivalent to that which would be chargeable on the like quantity of spirit on its importation into the United Kingdom.

There shall be charged upon the delivery of the following goods from any warehouse for home consumption, in addition to the duties of Customs and any other charges thereon, for every one hundred pounds of such duties of Customs payable thereon, the rates following; that is to say—

In respect of tobacco	£	s.	d.
In respect of other goods	0	2	6
	0	5	0

whether such tobacco or other goods shall have been removed to such warehouse under bond or not.

All goods derelict, jetsam, flotsam, and wreck brought or coming into the United Kingdom, and all droits of Admiralty sold in the United Kingdom, shall be subject and charged with the same duties as are chargeable on the like kinds of goods on importation into the United Kingdom.

TARIFF OF BRITISH INDIA, AS FIXED BY ACT OF THE GOVERNMENT OF INDIA OF AUGUST 5, 1875.

Import Tariff.

Apparel	5 per cent.
Arms, Ammunition, and Military Stores	10 per cent.
Blacking	Unenumerated
Brushes	5 per cent.
Building and Engineering Materials (Asphalt and Cement and Earthenware Piping)	Do.
Cabinet Ware, &c.	Do.
Candles	Do.
Canvases	Do.
Carpets	Do.
Carriages	Do.
Chinese and Japanese Ware (Lacquered Ware)	Do.
Clocks and Watches	Do.
Coffee	Unenumerated
Coir, and Manufactures of	5 per cent.
Coral, real	Do.
Ceramics	Do.
Cotton, Raw	Do.
Cotton Manufactures (Piece Goods)	3½ per cent.
Twist	5 per cent.
Other	Do.
Drugs, Medicines, and Chemicals	Do.
Dyeing and Colouring Materials	Do.
Felt	(Included with woollen goods)
Fireworks	5 per cent.
Flax, Manufactures of (Piece Goods)	Do.
Other sorts	Do.
Fruits and Vegetables (Bismish and Bazar.)	Free.
Butto Nuts	5 per cent.
Other	Free.
Glass and Glass Ware (Bottles)	5 per cent.
Other	Do.
Grass Cloth, &c.	Do.
Gums and Resins	Do.
Hardware and Cutlery (Machinery and Agricultural Implements)	Free.
Other	5 per cent.
Hemp and its Manufactures	Do.
Hides and Skins (Tanned)	Do.
Raw	Free.
Horn, and Manufactures of	Do.
Instruments, Musical	5 per cent.
Do. and Apparatus, Scientific and Philosophical	Do.
Ivory and Ivory Ware	Do.
Jewellery and Plate (Precious Stones)	Free.
Other	5 per cent.
Jute, Manufactures of	Free.
Lac, Dye, Stick, Shell, &c.	5 per cent.
Leather, and Manufactures of	Do.
Alc, Beer, Porter, and other fermented	1 Anna per Gallon
Spirits for use in Arts, Manufactures, and Chemistry	10 per cent.
Spirits, other	4 Rupees per Gallon
Liqueurs	Do.
Wines:	
Sparkling	2½ Rupees per Gall.
Claret and Still Burgundy	1 Rup. per Gall.
Other Still Wines	1½ Rup. per Gall.

* Asphalt was freed from duty in 1868, but taxed at 7½ per cent. in 1875.

† Quinine freed in 1875.

‡ Fresh fruits and vegetables freed in 1875.

§ Undressed hides and skins freed in 1874.

¶ Belting for driving machinery freed in 1875.

‡ Duty on still white Burgundy and Bordeaux, and on Greek, Austrian, and Hungarian wines, reduced to 1 rupee per gallon, in 1875 and 1876.

Acid and other	Free
Matting (China)	5 per cent.
than China	Do.
Cast, and Wrought, but not	Do.
Manufactured	1 per cent.
wholes and Cables	5 per cent.
sidings	Free
ad Sheets for Ten Carriers	5 per cent.
ber serv	Do.
id other Regulation Uniforms and	Free
ments for private use by persons	Do.
Service	5 per cent.
Other	Free
(Carves	Do.
on (Oakum	Free
(Other Sorts	5 per cent.
in and Shush Fat	Free
or Cloth	5 per cent.
t covered by a Government pass)	Do.
ours, and Painters' Materials	34 Rupees per Mow
ill	5 per cent.
er, see Stationery.	Do.
(Folic	4 Rs. per Gallon
(Other	5 per cent.
ic Apparatus and Materials	Do.
is not otherwise described	Do.
, for Tobacco	Do.
and Earthenware	Do.
and {Beche de Mer, Butter, and }	Free
coral {Salted Fish	Do.
Shark Fins	5 per cent.
Other	1 per cent.
Materials {Iron	1 per cent.
{Steel	1 per cent.
{Other	5 per cent.
{Common Bamboo	Free
id Cane {Other	5 per cent.
	{B. Burma, 3 As.
	per Mound
	Bengal, 3 Rs. 4 As.
	per Mound
	Bihar, 1 R.
	15 As. per Mound
	5 per cent.
requisites distribution	Free
	5 per cent.
is of	Do.
and Thread	Do.
structures of {Piece Goods	Do.
{Other	Do.
	Do.
{Paper	Do.
{Other	Free
	5 per cent.
Grass	Do.
	Free
	5 per cent.
ic Materials {Iron	Unenumerated
{Other	
id Wood, and {Ebony, Lignum Vite,	Free
curves of {Teague, and Palmyra	Do.
	5 per cent.
quisites not otherwise described	Do.
Requisites for Games	Do.
id Boxes	Free
	5 per cent.
manufactures of {Piece Goods	Do.
{Other sorts	Do.

EXPORT TARIFF.

FINANCIAL OF THE SPANISH TARIFF OF
CONSULAR FEES, OCT. 18, 1876.

Form in which Modified.

he fees for the provisional transfer (to the
tional flag) of foreign ships, and for the
le of Spanish ships established under Ar-
cles 41 and 42 of the Tariffs, are reduced
each case to $\frac{1}{2}$ per cent. of the value of the
ips, instead of 1 per cent., as charged at
sent.

se dues to which these four articles refer
e definitively suppressed.

substitution of the same, it is ordered
at, for the examination of the invoices
sented by shippers for the purpose of being
mprised in the manifests which captains

Imposed on salt in 1871, of 8 (afterwards reduced to 3)
British Rupee, 34 rupees in Bengal, and 1 rupee 15 annas
per mound.
at freed from duty in 1872
dye freed from duty in 1874.

are required to present in the administrations
of Customs, at their destinations there, shall
be paid 20 or 50 centimos (cents) of a peseta
for each ton of 1,000 kilogrammes, or fraction
of a ton, declared in accordance with the
rules defined for other duties in the Tariff.

In order to verify the exactitude of the said
invoices the Consul will demand of the captains
a copy of the bill of lading corresponding to each
invoice.

4. An equal duty will be levied on merchan-
dise imported by land, and which must be
specified in the bills of the sender of such
merchandise.

5. The duty established for the States of Europe,
and for those of Africa and Asia, on the
coasts of the Mediterranean and of the Black
Sea will be extended to those parts of Africa
situated on the Atlantic as far as the frontier
of the foreign colony established in Sene-
gambia.

6. In order that these changes may come into
operation at the same date so as to avoid any
kind of complaint, the 15th day of November
next is designated for their fulfilment in all
the Consular Chancelleries of Spain abroad.

[See also BRAZIL.]

TELEGRAPH. Under the 39 Vict. c. 5, of
1876, the Lords of the Treasury are authorised
to raise a further sum of 500,000*l.* for the pur-
poses of the Telegraph Acts. The gross telegraph
revenue in the official year ended March 31, 1875,
was 1,276,662*l.*, as against 1,187,079*l.* in the pre-
vious official year.

The number of telegraphic messages (exclusive
of press service and news messages) forwarded
from postal telegraph stations was 20,766,277 in
1875, against 19,166,684 in 1874, and 11,760,518
in 1871.

TELEGRAPHIC WIRE. The value of the
telegraphic wire, the produce of the United King-
dom, exported in 1875 was 1,168,620*l.*, as against
2,112,801*l.* in 1874.

THAMES. [See DOCKS, EXPLOSIVE SUB-
STANCES, AND LONDON.]

TIMBER. The values of the different sorts of
wood and timber imported into the United King-
dom in 1875 were as follows:

Hewn	£4,859,322
Sawn or split	9,415,576
Staves	614,050
Mahogany	737,550
	£15,424,498

as against 21,968,138*l.* in 1874.

[See also CARGO AND SEAWORTHY.]

TOBACCO. Of 3,344,607 lbs., the total quan-
tity of manufactured tobacco, cigars, and snuff
imported into the United Kingdom in 1875, and
valued at 1,191,607*l.*, 1,384,147 lbs. were entered
for home consumption; and of 48,948,569 lbs.
of unmanufactured tobacco imported within
the same period, and valued at 1,769,967*l.*,
46,485,877 lbs. were entered for home consump-
tion. These quantities contrast strikingly with
the quantities entered for home consumption
in 1861, viz. 301,317 lbs. manufactured, and
84,627,124 lbs. of unmanufactured. The chief
source of our supplies is the United States, then
Holland, the Philippine Islands, and British India.

The gross produce of the Customs duties on
tobacco and snuff in 1875 was 7,720,567*l.*, as
against 7,522,207*l.* in 1874.

By Sec. 94 of the Customs Consolidation Act
of 1876, tobacco abandoned by the importer or
proprietor as not worth the duty, shall be de-
stroyed within such time and in such manner as
the Commissioners of Customs may direct, at

the cost and charges of such importer or proprietor.

The following translation of the amended Spanish Customs Regulations concerning tobacco in transit was published by the Board of Trade on October 30, 1876:—

Appendix No. 20 of the Customs Ordinances.

Art. VI. The transit of tobacco of all classes coming from abroad and from the Spanish Colonial Provinces, and destined for foreign ports, shall solely be permitted under the following conditions:—

1. That it be carried in steamers, without restriction as to flag.

2. That they must measure at least 300 tons.

3. That the masters shall have the packages of tobacco inserted in their manifests countersigned by the Spanish Consul at the port of lading, or by the Administrator of Customs in the Spanish Colonial Provinces.

4. That therein shall be specified the number of packages, their description, marks, numeration, gross weight and class of the tobacco, name of the shipper and place of destination; and bond shall be given at the first Custom-house touched at, to prove the landing of the same at the port of destination by a certificate from the Spanish Consul.

5. That the bond shall be at the rate of 14 pesetas (11s. 8d.) for each kilogramme of tobacco, whatever may be the description and effective value thereof (5s. 3½d. per English pound).

6. That the port of her destination must not be that from which the ship comes, nor any one of those she may have touched at during the voyage.

7. That on the outer coverings there shall be marked the gross weight of each package, which in no instance shall be less than 46 kilogrammes (101·42 English lbs.), and the port of destination.

8. That all the packages shall be placed in the ship's hold with the requisite separation, so that they can be easily examined by the Custom-house officers at the port of transit, in order to satisfy themselves of their existence on board.

9. All tobacco which may be presented as in transit at a qualified port, in sailing vessels of any burthen whatsoever, or in steamers measuring less than 300 metrical tons, shall be confiscated, even though it may be found entered on the manifests; and besides, a fine of from double to quadruple the amount of the tariff duty shall be exacted from the masters.

For failure to comply with the requirements prescribed by the 4th, 6th, 7th, and 8th conditions of this article, a fine of from 100 to 5,000 pesetas (4l. 8s. 4d. to 208l. 6s. 8d.) will be exacted from them. This penalty is not to exempt them from the obligation of presenting the packages for examination by the Custom-house, for, in default thereof, they shall be treated as defrauders.

For omitting to report the tobacco in transit, or for not having it inserted in the countersigned manifests, the shipmasters shall be visited with the penalties imposable under Article the 9th and the general legislation, as the case may be.

Art. IX. Tobacco of every description whatsoever shall be confiscated, and the master, consignee, or owner of the ship shall furthermore pay a fine of from one to four times the amount of the tariff duties, in the following cases:—

1. When tobacco is found on board which has not been entered in the manifest and in the note of ship's stores.

2. When the extra quantity of tobacco belong-

ing to the ship's stores has been re-embarked in accordance with the second paragraph of Article the 5th, and is not found to be on board at the time of the vessel's departure.

3. When tobacco manifested in transit is not to be found on board.

4. When tobacco is seized on board of coasting, fishing, or other vessels moored in port.

5. When tobacco seized in lighters on the water, or in any other place within the port, is proved to have come from a specific ship.

The duties which shall be exacted as a fine or penalty in these cases or in any other in which part of the penalty shall consist of the exaction of the duties, shall be fixed by applying the corresponding article of the tariff under this type.

1. The specification to be made of the class of the tobacco.

2. In conformity with this classification the duty corresponding to a direct or indirect importation shall be applied, according to the place from whence the vessel came on board of which the seizure may have been effected.

Art. V. The master of a ship may carry, for his consumption on board, three kilogrammes (6·61 English lbs.) of any description of manufactured tobacco, and one kilogramme (2·2 lbs.) for the use of each individual of his crew, which quantities should be included in the note or list of the ship's stores, according to Article 47 of the Ordinances, and shall be kept on board until the departure of the vessel. Upon the quantity which may then be found to be short, he shall pay the tariff duties.

If the master carries as much as three kilogrammes (or 6·61 English lbs.) of tobacco per individual, reporting the same as extra stores, the whole shall be deposited in the Custom-house, to be returned to him at the time of his departure, against a receipt to be signed by the said master or his chief officer on board, upon which document the revenue guards must attest the fact of the re-shipment, in order to annex it to the respective manifest.

If the master carries manufactured tobacco in greater quantity than at the rate of three kilogrammes (6·61 English lbs.) per individual, no matter under what head he may have reported it, a Custom-house entry must be passed for it, and the tariff duties must be paid thereon at the first port if qualified for this commerce, and if not, at the nearest one so qualified, unless it has been manifested in transit, fulfilling the requirements prescribed in the 127th Article of the Ordinances and the 6th of this Appendix.

If the master should touch at various Spanish ports, he is bound to present the tobacco in all of them, in order to have it compared with the certified store list furnished to him at the first port, and to pay the tariff duties upon the quantities which in each of them may be found deficient.

The following is a translation of Art. 127 of the Spanish Customs Ordinances referred to above:—

'The transit of merchandise touching at Spanish ports without entering into Spanish territory shall be permitted under the following conditions:—

'1. That the vessel carrying the transit goods shall measure at least one hundred and twenty metrical tons.

'2. That the master shall report in his manifest the goods he carries in transit in the same form as those destined for immediate local discharge.

'3. That the port to which the transit goods are bound must not be the same one where they were

shipped, nor any of those at which the vessel may have previously touched.

'Goods of the class termed prohibited shall not be carried in transit.

'Neither shall the transit of woven goods or clothes be permitted except in steamers which measure at least 800 metrical tons, and in sailing vessels which, measuring the same tonnage, may arrive at Spanish ports to complete their loading bound to America or Asia. The master shall report in his manifest the packages of woven goods and clothes which he is conveying in transit, and if in the Custom-house of the last Spanish port at which he may touch, or within the fiscal maritime zone, it may be proved that any of the said packages are wanting, he shall suffer the penalties prescribed against defrauders.'

TONNAGE. [See CARGO, SHIPPING, AND SPAIN.]

TRADE. The temporary but serious dulness of trade dwelt upon as almost universally prevalent at the various ports in Europe and America during 1875, is, it is to be feared, still prevalent in 1876. The following table will illustrate the depression in 1874 and 1875, as compared with 1873, so far as the exports of British produce were concerned :—

Table showing the Value of the Total Imports into and Exports from the United Kingdom in the 3 Years ending with 1875, distinguishing the British from the Foreign and Colonial Produce exported :—

—	1873	1874	1875
Imports - -	£ 371,287,372	£ 370,082,701	£ 373,939,577
Exports, viz. :—			
British Produce -	255,164,603	239,558,121	223,465,963
Foreign and Colonial ditto }	55,840,162	58,092,343	58,146,360
Total Exports -	311,004,765	297,650,464	281,612,323
Total Imports and Exports -	682,292,137	667,735,165	655,551,900

TRADE MARKS. It having been found impossible to complete the registration of existing trade marks within the time specified in the Act of 1875, viz. July 1, 1876, the time has been prolonged by 39 & 40 Vict. c. 33, to July 1, 1877. This last Act contains a clause saving marks and devices not capable of being registered, and as to which a certificate of the refusal of registration may be issued. A series of Rules in pamphlet shape, for the guidance of those who wish to register Trade Marks has been issued by direction of the Lord Chancellor. [See **TREATIES.**]

TRANSHIPMENT. The total value of foreign merchandise transhipped at ports in the United Kingdom in 1875, and not included in the value of the imports, was 12,137,064*l.*, as against 11,421,241*l.* in 1874, and 4,419,762*l.* in 1861.

TRANSIT. [See **TRANSHIPMENT.**]

TREATIES. The following declarations in regard to treaties of commerce, &c., have been signed since August 1, 1875 :—

Declaration signed at London, August 11, 1875, cancelling Sec. 3 of Art. IV. of the Copyright Convention between Great Britain and France of November 3, 1851.

The Government of her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and the Government of the French Republic, being desirous to secure more completely in each

of the two countries the legal protection of the property in dramatic works, and to prevent the difficulties of interpretation to which proceedings against piracy of works passing for fair imitations or adaptations may give rise, have agreed upon the following provisions :—

Paragraph 8 of Article IV. of the Convention of November 3, 1851, for the reciprocal guarantee of the property of literary or artistic works, which is in the following terms, is cancelled :—

'It is understood that the protection stipulated by the present Article is not intended to prohibit fair imitations or adaptations of dramatic works to the stage in England and France respectively, but is only meant to prevent piratical translations.'

Consequently, in deciding questions of piracy of dramatic works, the courts of justice of the respective countries will apply Article IV. of the said Convention of November 3, 1851, as if the above-recited Paragraph 8 had not been inserted therein.

The present Declaration shall have the same force and duration as the Convention of November 3, 1851, to which it is annexed.

In witness whereof the undersigned, duly authorised for this purpose, have signed the present Declaration, and have affixed thereto the seals of their arms.

Done in duplicate, at London, the 11th day of August, 1875.

(L.S.)
(L.S.)

DERBY.
D'HARCOURT.

Declaration signed at London, December 14, 1875, between Great Britain and Spain for the Protection of Trade Marks.

The Government of her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and the Government of his Majesty the King of Spain, with a view to the reciprocal protection of the marks of manufacture and trade in the two countries, have agreed as follows :—

The subjects of each of the contracting parties shall have, in the dominions and possessions of the other, the same rights as belong to native subjects in everything relating to property in manufacturing or trade marks, industrial designs or patterns, or manufactures of any kind.

It is understood that any person who desires to obtain the aforesaid protection must fulfil the formalities required by the laws of the respective countries.

In witness whereof the undersigned have signed the present Declaration, and have affixed thereto the seals of their arms.

Done at London, the 14th day of December, 1875.

(L.S.)
(L.S.)

DERBY.
MARQUES DE CASA LAIGLESIA.

Declaration signed at Rome, May 22, 1876, prolonging the Duration of the Treaty of Commerce and Navigation between her Majesty and the King of Italy of the 6th of August, 1863.

Whereas the Treaty of Commerce and Navigation between Great Britain and Italy of the 6th of August, 1863, would cease to be in force on the 26th of June, 1876, in consequence of a denunciation made by the Italian Government, and the two Governments having recognised the utility of prolonging its duration, the undersigned, duly authorised to this effect, have agreed to declare as follows :—

The Treaty of Commerce and Navigation between Great Britain and Italy of the 6th of August, 1863, will continue to remain in force until the 30th of April, 1877.

In faith of which they have signed the present Declaration, made in duplicate, and have affixed their seals.

Done at Rome, on the 22nd of May, 1876.

(L.S.) A. B. PAGET.
(L.S.) MELEGARI.

The following declaration has been signed to regulate, provisionally, trade between Great Britain and Roumania:—

'The Government of her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and the Government of his Highness the Prince Charles of Roumania, being desirous of provisionally regulating the relations between the two countries during the period of time necessary for negotiation and conclusion of a Convention of Commerce, the undersigned, duly authorised for this purpose, have agreed upon the following provisions:—

'Produce of British origin, or coming from Great Britain, imported into Roumania, and produce of Roumanian origin, or coming from Roumania, imported into the United Kingdom, shall be respectively subject, with regard to import, export, or transit dues, with regard to re-exportation, brokerage, and warehousing, to local dues, and with regard to Customs formalities, to the same treatment as the produce of the most favoured nation.

'The Government of his Highness the Prince Charles of Roumania and the Government of his Majesty the Emperor of Austria, King of Hungary, having agreed to secure to each other certain special advantages for the exchange and circulation of the produce of bordering districts, these advantages shall not be claimed by the United Kingdom.

'If it be not expressly renewed, the present provisional arrangement shall terminate on the 12th of May (30th of April), 1877.

'In witness whereof the undersigned have drawn up the present Declaration, and have affixed thereto the seals of their arms.

'Done in duplicate at London, the 80th day of November, 1876.

(L.S.) DERBY.
(L.S.) JON GHICA.'

TREATY PORTS. [See CHINA.]

TRIESTE. The following account shows the total value of the cargoes imported and exported by vessels to and from Trieste in each of the five years ending with 1875, and the value of the share annually falling to British bottoms:—

	1873		1874	
	Imports from	Exports to	Imports from	Exports to
England - - -	£ 3,425,533	£ 882,866	£ 3,009,532	£ 1,103,212
Other Countries - - -	3,091,060	2,778,012	3,542,210	2,005,676
Totals - - -	7,116,593	3,660,878	6,551,742	3,108,888

VENICE. Of the total number of vessels (2,751, of 531,010 tons) which entered this port in 1875, 159, of 123,749 tons, were British. The total ships and tonnage, when contrasted with the entries in 1874, show a decrease of 724 ships and 47,701 tons.

VENICE

Years	Value of Total Cargoes	Value of British Cargoes
1871	£ 15,633,021	£ 4,620,204
1872	15,689,322	4,019,308
1873	14,016,538	3,845,861
1874	12,436,272	3,169,273
1875	13,776,764	2,566,012

This remarkable falling off in the British trade, so far as it is not accounted for by the general diminution of the commerce of the port, may be ascribed to the competition of the Italian, Russian, and Swedish shipping. (Acting Consul Brock's Report of January 6, 1876.) [See AUSTRIA.]

TRIPOLI. [See TUNIS.]

TUNIS. In 1875 there entered the four ports of Tunis 1,002 vessels, of 79,762 tons, and carrying cargoes valued at 143,661*l*. Of these 401, of 38,096 tons, entered the port of Susa, and 477, of 30,366 tons, entered Sfax. Of the whole, Great Britain contributed 162 ships, of 30,839 tons. (Vice-Consul Dupuis's Report for 1875.)

In 1875, 1,121 vessels, of 124,197 tons, entered the port of Tripoli, of which the British share was 186 ships, of 66,051 tons. (Consul-General Hay's Report for 1875.)

The value of the exports of British produce to Tripoli and Tunis in 1875 was 122,557*l*., against 101,993*l*. in 1874.

TURKEY. [See IMPORTS AND EXPORTS AND SMYRNA.]

TYNE PORTS. There entered these ports in 1875 from foreign countries, British possessions, and coastwise 17,001 vessels, of 5,010,302 tons. [See also NEWCASTLE.] The Customs duties received at North Shields in 1875 amounted to 31,497*l*., as against 34,260*l*. in 1874; and at South Shields in 1875 9,663*l*. were collected, while in 1874 the Customs at the latter port yielded 12,317*l*.

UNITED STATES. The value of the British and Irish produce (chiefly cotton, linen and woollen goods, and metals) exported to the United States of America in 1875 was 21,868,279*l*., as compared with 28,241,809*l*. in 1874, and 40,736,597*l*. in 1872. The value of the foreign and colonial merchandise exported from the United Kingdom to the United States in 1875 was 3,193,947*l*., as against 3,996,512*l*. in 1874 and 5,171,401*l*. in 1872. The value of the imports into the United Kingdom from the United States in 1875, chiefly cotton and corn, was 69,590,054*l*., as against 73,897,400*l*. in 1874. [See also BALTIMORE, BOSTON, NEW YORK, NEW ORLEANS, AND SAN FRANCISCO.]

URUGUAY. [See MONTE VIDEO.]

VALPARAISO. Consul Drummond Hay, in his Report of March 13, 1876, values the trade of Valparaiso in 1873-4 as follows:—

The value of the Imports into Venice in 1875 was 3,271,695
 " " Exports from Venice " 1875 " 1,195,510
 Total Imports and Exports - £ 4,468,005

(Consul Smallwood's Report of June 3, 1876.)

WEIGHTS AND MEASURES

WEIGHTS AND MEASURES.

List of the Ordinary Weights and Measures of the undermentioned Countries of Europe, with the English Equivalents:—

Countries	Foreign	English Equivalents
Austria	Austrian Sq. Mile	27.1 Sq. Miles
	Centner	110.25 lbs. Avoirdupois
	Cub. Fass	1.156 Sq. Feet
	Geo. Sq. Mile	21.195 Square Miles
Denmark	Tønde (corn)	3.947 Imperial Bushels
	"	4.6775 Bushels
	Pund	1.1023 lbs. Avoirdupois
	Geo. Sq. Mile	21.195 Square Miles
Germany	Mell	4.68 Miles
	Centner	110.25 lbs. Avoirdupois
	Ocque	2.84 lbs. Avoirdupois
Greece	Quintal	110.2 "
	Drachme	1/16 of an Ounce
	Sq. Kilomètre	3.96 of a Square Mile
Holland	Hect.	.00366
Belgium	Cub. Mètre	1.308 Square Yards
France	Kilomètre	.621 of a Mile
Portugal	Kilogramme or Pond	2.204 lbs. Avoirdupois
Spain	Quintal, Métrique	2.204 "
Italy	Tonneau (coals)	2.204 "
	Litre	.26 of an Imperial Gallon
	Hectolitre	2.6 Imperial Gallons
	Centner	109.87 lbs. Avoirdupois
	Tønde (corn and coal)	3.9 Imperial Bushels
Norway	pot fish	5.186
	pot	.2154 of a Gallon
	Commercial Last	179.85 Cubic Feet
	Dunk	Demi-john
	Sq. Kilomètre	.396 of a Square Mile
Russia	Pood	36 lbs. Avoirdupois
	Chetvert	3.77 Imperial Bushels
	Verst	.663 of a Mile
Sweden	Skilpund	.837 lbs. Avoirdupois
	Centner	95.7
	Kan	.576 Imperial Gallons

WHALE FISHERIES (NORTHERN). The produce of these fisheries imported into the United Kingdom in 1875 were as follow:—

	Quantities	Value
Oil (Train or Blubber) tons	2,297	68,737
Skins (Seal) - No.	87,293	19,703
Whale-Fins - cwts.	1,089	26,854
Other articles	-	1,271
Total	-	116,565

as against 180,807L., the value of the imports in 1874.

WHEAT. The quantities and values of wheat and wheat-flour imported in 1874 and 1875 into the United Kingdom (chiefly from the United States, Russia, Germany, British America, Egypt, and France, were as follow:—

	Quantities	Value	Total Value
	Cwts.	£	£
1874 { Wheat	41,527,638	25,236,932	30,922,008
{ Wheat Flour	6,236,044	5,685,076	
1875 { Wheat	51,876,517	27,510,469	32,380,738
{ Wheat Flour	6,136,083	4,870,257	

WILD FOWL. [See FOWL.]

WINE. The quantities and values of the wine imported into the United Kingdom in 1874 and 1875 were as follow:—

	Gallons	£
1874	15,234,972	6,863,465
1875	18,429,305	6,801,015

Table showing Number of Wrecks, Casualties, and Collisions which have been reported as having occurred on and near the Coasts of the United Kingdom in each of the 8 Years ending with 1874-5:—

Years	Number of Wrecks	Number of Vessels Lost or Damaged	Tonnage	Number of Crews
1872-3	2,204	2,692	693,092	28,566
1873-4	1,807	2,191	507,613	20,531
1874-5	3,590*	4,259	911,429	37,540

* Of these 659 were collisions and 2,931 were wrecks and casualties other than collisions.

ZANZIBAR. [See SLAVES, SLAVE TRADE.]
ZINC. The quantities and values of the zinc imported into the United Kingdom (chiefly from Germany and Belgium) in 1875 were as follow:—

One -	-	tons	21,851	£285,580
Crude, in cakes	-	"	22,638	£2,827
Manufactures	-	cwts.	304,635	£38,158
				£310,265

WRECKS

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And in 1875, 17,243,942 gallons were entered for consumption, and the amount of duty paid on wine in that year was 1,736,022L., as against 1,724,927L. in 1874.

The quantities imported from Portugal, Spain, and France in 1875, and their value, and the quantities derived from each on which duty was paid, were as follow, viz.—

	Quantities Imported	Value of Imports	Quantities entered for Consumption
	Gallons	£	Gallons
Portugal	4,478,497	1,447,578	5,847,290
Spain	6,891,738	2,172,127	6,776,972
France	5,280,914	2,517,978	5,039,115

[See IMPORTATION AND EXPORTATION as to bottling wine for exportation, fortifying, mixing, filling, taking samples, &c., in bonded warehouse.]

WIRE. [See IRON AND TELEGRAPH WIRE.]
WOOD. [See TIMBER.]

WOOL. In 1875, 365,065,578 lbs. of wool (including sheep, lamb, alpaca, and llama), valued at 23,437,413L., were imported into the United Kingdom, as against 344,470,897 lbs. in 1874, stated to be worth 21,116,184L., and 147,172,841 lbs. imported in 1861, valued at 9,717,686L.

Of the quantities imported in 1875, and valued as above, the following were derived from British possessions, viz.:—

	Lbs.	£
Australia	234,631,716	16,014,371
South Africa	41,112,213	3,077,046
British India	22,680,126	924,490
Gibraltar	830,538	40,057
Falkland Isles	678,506	35,243
	Lbs. 306,947,099	£20,049,247

The value of the woollen manufactures imported in 1875 was 4,308,857L., as against 3,973,811L. in 1874, and 1,419,386L. in 1861; and the value of the imports in 1875 of woollen yarn for weaving was 1,327,887L., as against 1,494,945L. in 1874 and 306,648L. in 1861. The total value of the exports of woollen and worsted manufactures, the produce of the United Kingdom, was 21,659,325L., as against 22,800,952L. in 1874, 32,383,273L. in 1872, and 11,119,086L. in 1861.

WRECKS. The Merchant Shipping Act of 1876 provides by Secs. 29 to 33 for the conduct of investigations into shipping casualties. Under this statute Wreck Commissioners, not exceeding three in number, are to be appointed, with the same jurisdiction and powers as are conferred on two justices by the various Merchant Shipping Acts, 1854 to 1876. These commissioners are, at the request of the Board of Trade, to hold formal investigations into shipping casualties, each with the aid of an assessor, or assessors, of nautical, engineering, or other special skill or knowledge, to be appointed by the commissioners, justices, or other authority, out of a list of persons approved by a Secretary of State. Their enquiries are to extend also to cases of ships in distress and stranded or missing ships.

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